The Hong Kong Daily Press.

No. 7717 第七千七百十七號 光緒壬午年七月初六日 HONGKONG, FRIDAY, SEPTEMBER 8TH, 1882. 五年禮 香港英文日報 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

September 7, PING-ON, British str., 575, A. A. McCaslin, Haiphong 4th September, Rice.—RUSSELL & Co.

September 7, CHINKIANG, British str., 799, S. M. Orr, Canton 7th September, General.—SIEMSSEN & Co.

September 7, VOLMER, Danish steamer, 979, Heintzelmann, Sydney via Newcastle (N.S.W.) 15th August, Coals.—GEO. R. STEVENS & Co.

September 7, DIOMED, British str., 1,786, M. H. F. Jackson, London 15th July, Singapore 31st Aug., General.—BUTTERFIELD & SWIRE.

September 7, BENLEDI, British steamer, 999, James Ross, Saigon 3rd Sept., Rice and Paddy.—GIBB, LIVINGSTON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
SEPTEMBER 7TH.

Saltee, French str., for Haiphong.
Ferntower, British str., for Singapore.
Nonpariel, British bark, for Newchwang.
Hungarian, British str., for Sydney.
Odin, Norwegian str., for Haiphong.
Anna, German bark, for Touron.
Peking, British str., for Canton.
Chinkiang, British str., for Ningpo.

DEPARTURES.

September 7, MAGENTA, British sch., for Chefoo.

September 7, REMUS, British steamer, for Haiphong.

September 7, TELEGRAPH, Siamese bark, for Bangkok.

September 7, LOUDOUN CASTLE, British str., for Shanghai.

September 7, DJEMNAH, French steamer, for Marseilles.

September 7, PEMBROKESHIRE, British str., for Yokohama.

September 7, EBE KONIG, German bark, for Chefoo.

September 7, ANDREAS, German bark, for Chefoo.

September 7, HUNGARIAN, British steamer, for Sydney.

September 7, PEKING, British steamer, for Canton.

PASSENGERS.

ARRIVED.

Per *Volmer*, str., from Newcastle, &c.—Mr. and Mrs. Biggers, Mrs. Croll and son.

Per *Diomed*, str., from London and Singapore.—Lieut. Napier, Messrs. Rose and Baldwin, and 130 Chinese.

Per *Benledi*, str., from Saigon.—64 Chinese.

DEPARTED.

Per *Namoa*, str., for Foochow.—Mr. Grant.

Per *Vorwaerts*, str., for Singapore.—Mrs. Mathilda Goldberg, Mr. W. Waldron. For Bombay.—Mr. J. W. Wilde. For Trieste.—Messrs. Heinrich Ebell and Pietro Cerich, and 376 Chinese for Singapore.

Per *Djemnah*, str., from Hongkong.—For Saigon.—5 Chinese. For Batavia.—Mr. William Harrold. For Marseilles.—Mr. and Mrs. Newton, 1 child and amah, Messrs. F. Sander, H. J. J. Chambers, José Portusach, and James R. Wilson. From Shanghai.—For Port Said.—Mr. Baranowski and family. For Marseilles.—Sir Thomas Wade and Lady Wade, and 2 servants, Messrs. de Hoffer Hoffenfels, W. Donald Spence, Achille Bilhille, Sigolo, and J. Mans.

REPORTS.

The Danish steamer *Volmer* reports left Newcastle (N.S.W.) on the 15th August and had fair weather, winds mostly from North, N.E. and E.S.E.

The British steamer *Diomed* reports left Singapore on 31st August with fine weather up to Pulo Sapata; from thence to port fresh winds, squally and rainy weather.

The British steamer *Ping-on* reports left Haiphong Sept. 4th at 5.30 a.m., arrived in Hongkong 7th at 2 a.m. Had strong N.E. wind with squally weather throughout the passage.

The British steamer *Benledi* reports from leaving Saigon until the 5th instant light S.W. and Southerly winds and fine weather. 6th, Easterly winds and squally with rain and high sea.

YOKOHAMA SHIPPING.

August— ARRIVALS.

20, City of Peking, Amr. str., from S. Fran'sco.
22, Hiogo Maru, Jap. str., from Hakodate.
22, Taganoura Maru, Jap. str., from Yokkaichi.
23, Deucalion, British str., from Liverpool.
24, Genkai Maru, Jap. str., from Shanghai.
24, Patricius, Amr. ship, from Cardiff.
24, L. Hagen, German bark, from Antwerp.
25, S. Jackson, Amr. bk., from New York.
25, Wm. W. Crapo, Amr. bk., from New York.
25, Meiji Maru, Japanese lighthouse tender, from Korea.

August— DEPARTURES.

18, Toyoshima Maru, Jap. str., for Hakodate.
19, Taganoura Maru, Jap. str., for Yokkaichi.
19, Sunda, British str., for Hongkong.
21, Kworia Maru, Jap. str., for Kobe.
21, Awajishima Maru, Jap. bk., for Nagasaki.
21, Lord of the Isles, British str., for Kobe.
21, Merionethshire, British str., for London.
22, City of Peking, Amr. str., for Hongkong.
22, City of Tokio, Amr. str., for S. Francisco.
22, Plastoun, Rus. cruiser, for Vladivostock.
23, Tokio Maru, Jap. str., for Shanghai.
24, Kiushiu Maru, Jap. str., for Shimonoseki.
24, Kanagawa Maru, Jap. bk., for Nagasaki.
24, Taganoura Maru, Jap. str., for Yokkaichi.
24, Tamsura Maru, Jap. str., for Kobe.

BANGKOK SHIPPING.

August— ARRIVALS.

19, B. Y. Seng, British str., from Singapore.
19, Danube, British str., from Swatow.
20, McAlister, British str., from Singapore.
21, Sury Wongse, German str., from S'pore.
21, Titus, German str., from Singapore.
23, Normanby, British str., from Singapore.
24, Bangkok, Siamese str., from Singapore.
24, Heonba, British str., from Singapore.
24, Thames, British str., from Singapore.
24, Aurelia, Swedish bark, from Batavia.
24, Pharamon, Siamese str., from Bandon.

August— DEPARTURES.

19, Julieta, Spanish str., for Singapore.
22, Danube, British str., for Hongkong.
23, B. Y. Seng, British str., for Singapore.
24, McAlister, British str., for Singapore.
24, Sury Wongse, German str., for Singapore.
25, Starlight, Siamese bark, for Hongkong.
25, Heonba, British str., for Singapore.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Espana	Liverpool	Mar. 14
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Marina	London	Apl. 26
Ida	Penarth	May 4
Vinuelas	Liverpool	May 10
P. G. Carvill	Penarth	May 20
Honam	Glasgow	May 29
Gustav & Oscar	Penarth	June 1
Mommsen	Cardiff	June 10
Agnes Muir	London	June 12
Vortsetzen	Glasgow	June 28
Frederike	Penarth	June 28
Dora	Cardiff	July 2
Glenliffer (s.)	London	July 14
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Diomed (s.)	London	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26

AUCTION SALES TO-DAY.

None.

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

Hongkong, 1st June, 1882. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINIERS, Esq.

H. Hoppius, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. S. Young, Esq.
A. Molver, Esq.	C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 3 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
9] Hongkong, 19th August, 1882.

NOTICES OF FIRMS.

NOTICE.

THE SHAOU SHING COMPANY has this day established an Agency at Shanghai and appointed Mr. CHUN SHUN KUM to be its Manager at that Port.

LEONG ON.

Hongkong, 1st September, 1882. [1664

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

OWING to the illness of MR. NEWTON the Manager, MR. W. S. BAMSEY has been appointed Acting Manager until further notice.

P. BYRNE,
Chairman Local Committee.

Hongkong, 30th August, 1882. [1640

NOTICE.

THE INTEREST and RESPONSIBILITY of the late MR. WM. HULSE in our Firm CEASED on the 19th April last.

MR. CARL RUDOLPH HEINRICH EBELL has been authorized to sign our Firm per Procuration.

DIRCKS & Co.

Swatow and Formosa, 8th August, 1882. [1538

NOTICE.

MR. JAMES DUKE MONRO is authorized to sign our Firm per procuration.

BRADLEY & Co.

Swatow, 18th August, 1882. [1583

NOTICE.

MR. WILLIAM T. JONES is authorized to sign our firm's name from this date.

WILLIAMS & Co.

Swatow, 27th June, 1882. 1254

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. J. W. DANIELSEN in our firm CEASED on the 31st December, 1881. The remaining partners are now Mr. H. A. PETERSEN, Flensburg, and Mr. L. P. MICHELSEN, Amoy.

H. A. PETERSEN & Co.

Amoy, 1st August, 1882. [1514

NOTICE

I HAVE this day established myself as a MERCHANT and GENERAL COMMISSION AGENT at this Port, under the style of CHEW TIAM ECK & Co. known under the Chinese Hong name KEEAN KEE.

CHEW TIAM ECK.

Amoy, July 1st, 1882. [1265

KELLY AND WALSH.

NEW AND POPULAR SONGS AND BALLADS.

In the Moonlight, Companion to In the Gloaming		by Lady Arthur Hill.
Hands all Round	(Song)	Alf. Tennyson.
Vanished Love	„	Champion.
When	„	Gatty.
Long After	„	Mary Mark Lemon.
Gretna Green	„	Oxenford.
Eventide	„	Weatherley.
London Bridge	„	do.
Solitude	„	Kirke White.
Good Night	„	Layard
Love in May	„	Longbridge.
As of Old	„	J. L. Molloy.
Old Lace	(Ballad)	do.
Uncle John	(Song)	F. E. Weatherley.
In Arcady	„	do.
Forget not to Forget	„	Plumpton.
Once and Once only	„	Behrend.
Not Yet	„	Rome.
The Night Watch	„	Pinsuti.
The Kerry Dance	„	J. L. Molloy.
Sunshine and Rain	„	Blumenthal.
Returning Sails	„	Caldcott.
Good Bye, Beloved	„	Pemberton.
Midnight	„	Fullerton.
Don't forget me	„	Pinsuti.
Told in the Twilight	„	J. L. Molloy.
At the Portal	„	Nicola Ferri.
Round the Corner Waiting	„	Bridgen.
In a Quaint Old Village	„	Gatty.

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [910

FINAL DIVIDEND.

IN RE
WILLIAM VON PUSTAU.

NOTICE is hereby given that it is proposed to hold at the Office of the Registrar of the Supreme Court on FRIDAY, the 21st day of January, 1883, A MEETING OF CREDITORS to declare a Final Dividend in the above ESTATE. All Creditors are hereby warned that the balance then remaining in the hands of the Official Assignee will be distributed among the Creditors whose Claims will have been duly proved and accepted, and the Estate finally wound up.

Registry, Supreme Court, the 30th day of August, 1882.

EDW. J. ACKROYD,
Registrar.

1682]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. DYER BALL, Esq., Sheriff, to Sell by Public Auction,

TO-MORROW,
the 9th September, 1882, at 2 P.M., at his Sales Rooms, Queen's Road.
(Under a Writ of Execution.)

The STOCK-IN-TRADE, FIXTURE, FURNITURE, &c., of HEE HENG WO, Shop, No. 147A, Queen's Road Central.

Comprising:—
JAPANESE LACQUERED CABINETS, DESKS, BOWLS, JARS, GLOVE BOXES and other BOXES, PORCELAIN TEA SETS, VASES, and ORNAMENTS.
SHELVES, GLASS SHOW CASES, COUNTERS, &c., &c.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, 8th September, 1882. [1695

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,
the 11th September 1882, at 3 P.M., on the Premises.

By Order of the MORTGAGEE.

All that Piece or Parcel of GROUND, abutting on the North on Queen's Road West, measuring 27½ feet, on the South side 27½ feet, on the East and West sides 105 feet, Registered in the Land Office as the REMAINING PORTION of INLAND LOT No. 520. Together with the 4 HOUSES erected thereon, Nos. 206 and 208, 36A and 36B.

For Farther Particulars and Conditions of Sale, apply to

DENNYS & MOSSOP,
Solicitors for the Mortgage,
or to
J. M GUEDES,
Auctioneer.

Hongkong, 2nd September, 1882. [1669

PUBLIC AUCTION.

UNDER instructions received from the MORTGAGEES, Mr. J. M. GUEDES, will Sell by Public Auction, on

TUESDAY,
the 12th September, 1882, at 3 O'CLOCK P.M.,
at the Premises,

All that Piece or Parcel of GROUND situate at Victoria, in the Island of Hongkong, abutting on the North side thereof on Bridges Street, and measuring thereon 53 feet or thereabouts, on the South side thereof on Rozario Street, and measuring thereon 63 feet or thereabouts, on the East side thereof on the Remaining Portion of Inland Lot No. 402, and measuring thereon 90 feet or thereabouts and on the West side thereof on Tank Lane and measuring thereon 90 feet or thereabouts, which said Piece or Parcel of GROUND is registered in the Land Office as SECTION A of INLAND LOT No. 402. Together with the EIGHT HOUSES Nos. 84, 86, 88, and 90, Bridges Street, Nos. 4, 6 and 8, Tank Lane, and No. 8A, Rozario Street, thereon.

The Premises are held for the residue of a term of 999 years subject to the proportion of the Annual Crown Rent of $25.44 and will be offered for Sale in three lots and sold subject to the existing lettings and tenancies thereof.

For further Particulars and Conditions of Sale, apply to

BRERETON, WOTTON & DEACON,
Solicitors to the Mortgagees,
or to
J. M. GUEDES,
Auctioneer,
Hongkong.

Hongkong, 1st September, 1882. [1655

PUBLIC AUCTION.

THE Undersigned has received instructions from A. NEWTON, Esq., to Sell by Public Auction, on

FRIDAY,
the 15th September, 1882, at 2 P.M., at his Residence, at the Gas Works.

THE WHOLE OF HIS
HOUSEHOLD FURNITURE, &c.
Comprising:—

DAMASK COVERED DRAWING ROOM SUITE.
ENGLISH-MADE MAHOGANY MARBLE TOP TABLES, CANTON-MADE BLACKWOOD MARBLE TOP TABLES, CHIMNEY GLASSES, ENGRAVINGS, VASES and ORNAMENTS.
DINING TABLE, WHATNOTS, LAMPS, DINNER, DESSERT and BREAKFAST SETS, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS, IRON COTS, ENGLISH-MADE WALNUT WOOD TABLE, ENGLISH-MADE MAHOGANY MARBLE TOP WASHSTAND and CHEVAL GLASS, BRUSSELS CARPETS and HEARTH RUGS.
One GRAND PIANO, by COLLARD and COLLARD.
One HARMONIUM.
One SEWING MACHINE and Stand, by WILLCOX & GIBBS.
BOOKS of MUSIC.
A few Bottles of Choice WINES.
&c., &c., &c.

Catalogues will be issued, and the whole to be on view on and after Thursday, the 14th instant.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 8th September, 1882. [1696

PUBLIC AUCTION.

THE Undersigned will Sell, by instructions received from the MORTGAGEE, to Sell by Public Auction, on

SATURDAY,
the 16th day of September, 1882, at 3 P.M.,
on the Premises,

All those Pieces or Parcels of GROUND, Registered in the Land Office as SUB-SECTIONS B and C of SECTION F of INLAND LOT No. 103, measuring on the North and South sides 28½ feet, on the East and West sides 30 feet. Together with the 2 HOUSES in Queen's Road Central, Nos. 251 and 253.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,
Auctioneer.

Hongkong, 2nd September, 1882. [1670

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON will be held at the Company's Office Hongkong, on MONDAY, the 18th day of September, 1882, at THREE O'CLOCK in the AFTERNOON, when the subjoined resolution will be proposed.

RESOLUTION.

That this Company, now registered under the Companies Ordinance No. 1 of 1865 as an unlimited Company, be registered under the Companies Ordinances No. 1 of 1865 to 1881 as a Company Limited by shares.

By Order of the Board,

DOUGLAS JONES,
Acting Secretary.

Dated Hongkong, 30th day of August, 1882. [1651

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.

Hongkong, 4th March, 1882. [35

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEES to Sell by Public Auction, on

MONDAY,
the 18th September, 1882, at 3 P.M., on the Premises, the following

VALUABLE LEASEHOLD PROPERTIES

Situate at Victoria, in the Colony of Hongkong, In two Lots.

Lot 1.—All those Pieces of GROUND registered as the REMAINING PORTION of INLAND LOT No. 368, and SECTION A of INLAND LOT No. 382. Together with the VALUABLE HOUSES standing thereon being Nos. 60, 62 and 64, Queen's Road West. The above named Pieces of GROUND are held under Crown Lease for 999 years respectively. Apportioned Crown Rent in respect of the said Two Pieces of Ground $37.33.

Lot 2.—All that Piece of GROUND registered as MARINE LOT No. 9A, Area 917 square feet. Together with the VALUABLE HOUSE No. 25, Jervois Street, standing thereon. The above named Piece of GROUND is held for 999 years under Indenture of Crown Lease and an extension thereof. Crown Rent $7.2.2.

For Further Particulars and Conditions of Sale, apply to

MESSRS. SHARP, TOLLER & JOHNSON,
Solicitors for the Mortgagees,
Supreme Court House,
or to
Mr. J. M. ARMSTRONG,
Auctioneer.

Hongkong, 28th August, 1882. [1623

FOR SALE

VALUABLE ENGINEERING WORKS IN SINGAPORE.

In consequence of the expiry of Partnership, the old established business of Messrs. BILEY HARGREAVES & Co. will be offered for sale by Public Auction (unless previously disposed of by private arrangement), on

THURSDAY,
21st September, 1882, at 2.30 P.M.,

and as the Works will continue to be carried on until the day of sale the property will be sold as a Going Business.

The Works are most conveniently situated in North Campong Malacca, Singapore, within a few minutes drive of town—and, besides having an extensive frontage to Merchants' Road, are bounded by the Singapore River, where Boilers, and other heavy weights, can be lifted by Crane from Boats into the yard.

The GROUND, which has an area of 33701 square feet, is held under Government Leases dated 1st April, 1857, for 99 years, with a Quit-rent of $21 a year.

The BUILDINGS are of Brick, with Tiled Roofs, and are strong and substantial, and comprise Engine Shop, Foundry, Smiths' Shop, Boiler Shed, Pattern Loft, Storerooms, Offices, and Foreman's and Workmen's quarters.

The MACHINERY consists of a 12 H.P. Horizontal Engine and Cornish Boiler; one Fan 12 In. delivery; one large Screw Cutting self-noting surfacing Lathe, 28 foot bed—16 In. centres—7 feet and 3 feet face plates and 3 feet chuck; and three Screw Cutting Lathes of smaller sizes; one Planing Machine 12 feet by 3 foot 6 in. by 5 foot high, one Shaping Machine; one Patent Screwing Machine; four Vertical Drilling Machines, with Shafting, Pulleys, Belting, and all Tools belonging to the above Machinery; also 100 feet in length of Work Benches, and 13 Vices.

The FOUNDRY is furnished with one 7 Ton Jib Crane; one 8 H.P. Tangye's Engine and Boiler with Roots's Patent Blower combined (New); two 4 Ton Cupolas; one 1½ Ton Cupola; three Brass Furnaces; one large Air Furnace (reverberatory) with all the necessary Ladles, Boxes, Core Bars, &c., &c., weighing 45 Tons.

The SMITHS' SHOP is fitted with one 12 Cwt. Steam Hammer; seven Smiths' Hearths and Anvils, with all the requisite Tools and appliances.

The COPPERSMITHS' SHOP is furnished with all the appliances for carrying on Coppersmiths' and Plumber's work.

The BOILER SHED has one set of Plate Bending Rolls, 8 feet by 12 in.; one Punching and Shearing Machine; one 8 H.P. High Pressure Horizontal Engine to drive the above; one Massive Cast Iron Perforated Floor Plate, 9 feet by 9 feet (planed true).

The PATTERN LOFT is well stocked with a valuable and extensive assortment of useful Patterns.

The OFFICE FURNITURE includes Working Drawings, as well as all the business correspondence of the Firm since its commencement in 1863.

The above valuable Property will be offered for sale in one lot, and is a safe and profitable investment, and the Books and Balance Sheets of the Firm are open for inspection to intending purchasers for their satisfaction.

The Stock in hand can either be taken over at a valuation, or Sold by Auction, as may be agreed upon.

For all further particulars
Apply to

W. B. SMITH,
or
POWELL & Co.,
Auctioneers.

Singapore, 21st June, 1882. [1256

NOTICE.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

BY Order of the Board of Directors the SHAREHOLDERS in the above Company are hereby notified that under Section 20 of the Articles of Association, a further Call of Thirty Shillings per Share has been made and will be due on the 2nd October.

SHAREHOLDERS are therefore requested to make the said payment at 3s. 9½d. per Dollar Exchange $7.96 per Share to credit of the Company's account with the Hongkong and Shanghai Banking Corporation on or before the above named date.

Any Calls not paid by the 2nd October, are by Section 22 of the Articles of Association liable to a charge at the rate of 10 per cent. per annum from the due date until that of payment.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th August, 1882. [1628

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOOKS for REGISTRATION of TRANSFER of SHARES in the above Company will be CLOSED here from the 21st instant until 2nd proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th September, 1882. [1683

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the Cricket Pavilion on MONDAY, 11th instant, at 4.45 P.M.

Gentlemen wishing to join are requested to communicate with the Hon. Sec., Hongkong Club.

W. HYNES,
Hon. Sec. pro tem.

Hongkong, 5th September, 1882. [1678

NOTICE.

THE Undersigned has REMOVED from 39, WING LOK STREET to 36c, BONHAM STRAND, where he will carry on Business as Merchant and Commission Agent. Has always for Sale Improved Howe Scales and every brand of California Flour.

FUNG TANG,
36c, Bonham Strand.

Hongkong, 6th September, 1882. [1684

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "DIOMED," FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned not later than the 18th inst., for shipment per steamer "ANCHISES."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1882. [1659

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DIOMED"

are hereby notified that the Cargo is being discharged into Craft, and landed at the Wanchai Godown Co.'s No. 4 Godown; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th September, 1882.

Goods undelivered after the 13th September, 1882, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1882. [1659

"SHIRE" LINE OF STEAMERS.

FROM GLASGOW, LONDON, AND SINGAPORE.

THE Steamship
"PEMBROKESHIRE,"
Rickard, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence or from the Wharves or Boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 5th September, 1882. [1654

THE STEAMSHIP "PAXO,"

Captain R. Clasper,
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 12th instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong 6th September, 1882. [1635

CASTLE LINE OF STEAMERS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship
"LOUDOUN CASTLE,"
Kidder, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Undersigned at Wanchai, whence or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 11th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are reminded that before delivery is taken of the Cargo, they are required to sign an Average Bond which is lying at the Office of the Agents of the Steamer for signature.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th September, 1882. [1639

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Chartered Steamship
"MORAY,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd September, 1882. [1673

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"HARTER,"
Captain Grandin, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-DAY, the 30th instant.

All claims against the steamer must be presented to the undersigned on or before the 8th September, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, 30th August, 1882. [1645

NOTICE TO CONSIGNEES.

S. S. "MADRAS," FROM ANTWERP AND MANILA.

THIS Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 30th August, 1882. [1644

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "OXUS."

E B J, 100 Bags Sharping Stones, Order, from Madras.
A B, 49 Bags Sharping Stones, Order, from Madras.

G. DE CHAMPEAUX,
Agent.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of business Contributed during the half year ended 30th June, on or before 30th September, on which date the Accounts will be Closed.

By Order of the Board of Directors,

R. COOKE,
Acting Secretary.

Hongkong, 28th August, 1882. [1631

INTIMATIONS.

NOTICE TO MARINERS.

No. 151.

CHINA SEA.

UNIFORM SYSTEM OF COLOURING BUOYS AND BEACONS IN CHINESE WATERS.

NOTICE is hereby given that the following system of colouring buoys and beacons has been adopted by the Imperial Maritime Customs of China:—

BUOYS.

No.	Colour of Buoy.	Directions and Explanations.
1	Red	Entering the channel from seaward, red buoys will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.
2	Black	Entering the channel from seaward, black buoys will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
3	Red and black horizontal bands.	Buoys painted in red and black horizontal bands will be found in the fairway, and should be passed close to.
4	Red and black vertical stripes.	Buoys painted in red and black vertical stripes will be found on the ends of spits, and the outer and inner extremes of banks, shoals, or extensive reefs, where there is a navigable channel on either side.
5	Red and black chequers.	Buoys painted in red and black chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger. When two chequered buoys of these colours are used to mark an obstruction, the red and white one is to mark the starboard side of the channel, and must be left on the starboard hand by vessels passing in; and the black and white one is to mark the port side of the channel, and must be left on the port hand by vessels passing in.
6	Red and white chequers.	
7	Black & white chequers.	
8	Wreck Buoys	Wrecks will in all cases be marked by green buoys, having the word WRECK painted on them in white letters, and when a wreck lies in the open sea or in a position where there is a navigable channel with plenty of room on either side of it, the buoy will carry no other distinguishing mark, and will in every such case be placed to seaward of the wreck. Wreck buoys marked with an even number must be left on the starboard hand by vessels entering from the sea. Wreck buoys marked with an odd number must be left on the port hand by vessels entering from the sea. The numbers on wreck buoys will be painted in white, and placed above the word WRECK.

Note.—All other distinguishing marks to buoys will be in addition to the foregoing, and where such are employed, a particular description of the same will in each case be given in the published List.

Each buoy will have an iron plate fastened on its outside, in some convenient place above the water-line, with the name of its district and station as given in the published List stamped thereon in English and Chinese, to insure its identification if found adrift.

BEACONS.

No.	Colour of Beacon.	Directions and Explanations.
1	Red	Entering the channel from seaward, red beacons will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.
2	Black	Entering the channel from seaward, black beacons will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
3	Red and black vertical stripes.	Beacons painted in red and black vertical stripes will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side.
4	Red and black chequers.	Beacons painted in red and black chequers will be used to mark rocks in the open sea, also to mark rocks of small extent having channels on either side of them. When two chequered beacons of these colours are used to mark a rock or reef, the red and white one is to mark the starboard side of the channel, and must be left on the starboard hand by vessels passing in; and the black and white one is to mark the port side of the channel, and must be left on the port hand by vessels passing in.
5	Red and white chequers.	
6	Black & white chequers.	
	Various	Beacons on shore, to enable bearings to be taken or to give lines of direction for crossing bars or entering rivers, harbours, &c., are to be painted so as to make them as conspicuous as possible. Red, black, and white are the only colours to be used, and a particular description of such marks will be given in the published List.

Note.—It is to be understood that the above rules for painting beacons apply in each case to the body of the structure. When a beacon which is painted a single colour, either black or red, is surmounted by a distinguishing mark, such mark may be painted the same colour as the body of the beacon or with that colour and white combined, or white alone.

When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List.

By Order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
Shanghai, 4th August, 1882. [1688

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are requested to note that on surrender of their Provisional Certificates for Shares in this Office, Permanent Scrip will now be issued in Exchange.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, 14th July, 1882. [1356

INTIMATIONS.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship
"DIOMED,"
Captain Jackson, will be despatched at DAYLIGHT, TO-MORROW, the 9th instant,

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1882. [1659

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship
"POSANG,"
Captain Irvine, will be despatched as above TO-MORROW, the 9th instant, at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th September, 1882. [1692

FOR NINGPO AND SHANGHAI.

THE Steamship
"PEKING,"
Captain Drewes, will be despatched for the above Ports, TO-MORROW, the 9th instant, at FOUR P.M., instead of as previously notified.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 7th September, 1882. [1691

FOR PAKHOI AND HAIPHONG.

THE Steamship
"PING-ON,"
Captain McCaslin, will be despatched for the above Ports, on SUNDAY, the 10th instant, at DAYLIGHT.

For Freight or Passage, apply to
R

NOW ON SALE.

THE
CHRONICLE & DIRECTORY
FOR
CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.
FOR 1882.
With which is incorporated
THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its TWENTIETH YEAR OF PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLADIWOSTOCK, MALACCA, and PENANG have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the Amended TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880 &c.,

The ALPHABETICAL LIST OF FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
MAP OF THE COAST OF CHINA.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful *vade mecum* to those travelling either on business or pleasure.

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Daily Press Office, 8th February, 1882.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good with.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

BIRTH.

On the 7th instant, at 3, Seymour Terrace, the wife of F. T. PEARCE FOSTER, of a daughter. [1697

The Daily Press.

HONGKONG, SEPTEMBER 8TH, 1882.

WE publish with much pleasure a telegram received yesterday from Japan which seems to set at rest all doubt as to a pacific solution of the difficulty arising out of the attack upon and murder of nine of the members of the Japanese Legation in Korea. MR. HANABUSA, the Japanese Envoy, was—as stated in a previous issue—sent back to Korea accompanied by a guard of five hundred troops and two men-of-war, with instructions to demand satisfaction for the outrage on his country and the assassination of his nationals. He was courteously received in Seoul, special quarters were provided for him in the Royal Palace, and every attention was paid to him. The Chinese Representative also greeted him in a friendly manner, and urged the Koreans to make ample amends for the injury done to Japan. Meantime considerable forces both of Japanese and Chinese troops were landed in Korea, the former for the avowed purpose of protecting Japanese residents in the treaty ports and to back up Mr. HANABUSA's righteous claim, the latter for the expressed intention of aiding the King of Korea to crush rebellion and restore order, the Chinese Government at the same time admitting the justice of the Japanese demand for reparation. Happily there has been no clashing of opposing interests, no friction between the two foreign contingents, and the Korean Authorities, yielding to the double pressure, have consented to give to the Japanese Government the satisfaction demanded. We do not suppose the claim made has been either unreasonable or extortionate, for the Japanese are neither grasping nor disposed to ask for impossibilities, and the Koreans had no loophole by which to dispute the justice of the claim. The Chinese Government certainly made a new, and for them a very remarkable, departure from their traditional policy towards tributary states in despatching an armed force to Korea on this occasion. Probably they were animated by mixed motives, but the ruling one must have been a fear lest Japan, being provoked by the contumacy of Korea, should in retaliation commence a war of conquest in the peninsular kingdom. We can well understand that the Peking Authorities would regard with anything but equanimity the establishment of any foreign Power in Korea, and they would probably intervene in similar manner if Russia attempted to acquire a port in the peninsula, as she is credited with wishing to do. There was certainly some danger that the experiment of landing Chinese troops in Korea might be attended with disastrous results, but the moderation and good sense of the Japanese Envoy have been successfully exerted to avert any collision. Japan and China are alike to be congratulated upon this peaceful *dénoument* of an affair that appeared to possess all the elements of a serious complication.

What may be the effect of the settlement arrived at in Korea, it is perhaps hardly safe to say. It will, however, we trust, prove a death blow to the power of that intriguing and mischievous man, the TAI IN KUN, and lead to the consolidation of the King's Government. The progressionists will now have a better chance, for the country will be roused to the fact that outrages upon and murders of foreign subjects cannot be committed with impunity. It is fortunate for Western Powers that these tragic events occurred before the establishment of their Legations at Seoul, as they now better understand the nature of the people with whom they will have to deal. One thing is certain in connection with this question: no foreign legations will be established at Seoul until good guarantees have been offered of its safety as a place of residence.

The British steamer *Ægean* was docked at Kowloon yesterday morning, and the British steamer *Moray* will go round to Aberdeen to be docked to-day.

The recent addition of twenty-four members to the European contingent of the Police Force of this Colony were sworn in at the Magistracy by the sitting magistrate, Captain Thomsett, R.N., yesterday morning.

Her Majesty's Minister in China goes home, we understand, with the object of conferring with the heads of the Foreign Office and Indian officials on matters connected with the Chefoo Convention, and will probably return to China to complete the work commenced by him. The report circulated by the *Shanghai Courier* that Sir Julian Pauncefote will succeed Sir Thomas Wade as Her Majesty's Representative is premature.

The following telegraphic intelligence was received from Japan yesterday with reference to the Korean difficulty:—"A satisfactory settlement of the Korean affair has been reached. A treaty was concluded on the 30th August by which all the demands for ample reparation, for the satisfaction of the national honour of Japan, and guaranteeing the future protection of the Japanese Legation and residents, has been secured."

Yesterday morning His Excellency Sir Thomas Wade, the British Minister to China, and Lady Wade proceeded on their voyage home to England by the French mail steamer *Djemnah*. His Excellency the Administrator was at the Government Wharf to take leave of Sir Thomas, together with Major-General Sargent, C.B., and staff, the Acting Colonial Secretary, the Registrar-General, the Attorney-General, the Hon. P. Ryrie, the Hon. F. B. Johnson, and other gentlemen. A guard of honour of 50 men and the band of the Buffs was drawn up at the end of the Cricket Ground. At about 11.30 Sir Thomas and Lady Wade drove down to the wharf in the Hon. F. B. Johnson's carriage. Most of the gentlemen present accompanied the distinguished visitor on board the launch *Victoria* to the *Djemnah*; and as the launch moved away from the pier, a salute was fired by the shore battery, followed by another from the *Victor Emanuel*.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 6th September.

THE SULTAN PROCLAIMS ARABI A REBEL.

The Sultan's proclamation declaring Arabi a rebel has been issued. In it he exhorts all Egyptians to obey the Khedive.

LAW NOTICES.

SUPREME COURT OF HONGKONG.
FRIDAY, 8TH SEPTEMBER, 1882.
ORIGINAL JURISDICTION (before the Hon. Sir C. Phillippo, Knight, Chief Justice, and a Special Jury, at 10.30 a.m.)—Stevens v. Chow Shak—(Hearing).

POLICE COURT.

6th September.

BEFORE MR. H. E. WODEHOUSE.

A DISOBEDIENT WIFE.

Lum Ashg, rope maker, was charged with having created a disturbance in the house of a widow named Li Kam, on the 6th inst., and damaged a lamp value 30 cents.

It appeared that the defendant's wife was inside the complainant's room, which did not meet the views of her lord and master. He accordingly went for her, and told her to come out. This she declined to do, and he thereupon began to give her a beating. The complainant then interposed, but she only came in for a share of the blows, and had her lamp smashed.

The defendant was fined $1, or in default 4 days' hard labour, and he was also ordered to pay 30 cents damage to the complainant, or have another day in gaol.

DRAIN CUTTING.

Hung Sil Mau, residing at No. 13, East-street, was charged with cutting earth from the road in Water Lane, whereby injury might occur to the said road.

The man was found by Mr. W. Watts, Overseer of the Surveyor-General's Department, engaged in cutting a trench across the road to connect his house drain with the Government sewer. It seemed that the man was only wrong in not having obtained a permit, and he was discharged having promised to do what was necessary.

ATTEMPTED ANKLET SNATCHING.

Li A I, coolie, was charged with having attempted to snatch a silver anklet from the leg of an infant, on the 6th inst.

The child's father hearing a cry, looked out and found the defendant endeavouring to pull the anklet off his child's leg. He called to a constable where arrested the man.

Ordered to find two sureties of $20 each for his good behaviour for three months, or in default to be committed.

LARCENY.

Wan Ayu, watchman, was charged with having stolen a pipe, value $1, the property of Leung Kam He, inmate of a brothel, on the 7th inst.

The complainant left her room for a short time, and on her return she saw the prisoner come out with something under his jacket. She went in and missed her pipe, and at once called out what had happened. The prisoner rushed into the street, and was there stopped by a lokong.

The prisoner had been twice before convicted of larceny, and he was sentenced to six months' hard labour.

DIRTY HABITS.

Chan Acheung, living at No. 11, Spring Gardens Lane, was summoned for throwing rubbish out of his house there.

Inspector Adams passing through the lane, saw a quantity of night soil under the defendant's window with marks upon the wall under the window which made it evident that it was from thence the rubbish was thrown.

The defendant admitted that some one must have thrown the night soil out of his window, and he was fined $5, or in default 14 days' hard labour.

BURGLARY.

Leong Afat, hawker, was charged with having burglariously entered the house of a man named Wong Kwon, and attempted to steal a box of clothing of the value of $15, on the 7th instant.

The complainant lives on the first floor at No. 12, Wai Wo-lane, and at 3.30 yesterday morning his wife awoke and saw the prisoner in her room. She and her husband both got up and seized the man, and they then found that a box of clothing which had been in the room the night before with the lock fastened, was outside the room with the lock broken.

The prisoner said he followed the night soil coolie into the house, and he went in with the intention of stealing.

Six months' hard labour.

SINGAPORE.

The Spanish ironclad *Aragon*, at present in the harbour *en route* to Manila, had a narrow escape of running aground near Kennery Island, Bombay harbour. She was making in the direction of the island, when the lighthouse authorities at Kennery fired guns and warned her off her perilous course, just in time to prevent a disaster.

At about a quarter to seven o'clock p.m. on the 29th ult. something like the shock of an earthquake was experienced throughout the town and two or three miles in the country. This was caused by one of the largest and most important explosions which have come off at the Teluk Ayer reclamation works. There remained until the 29th ult. about 260 feet of hill between the cuttings on the Teluk Ayer and Tanjong Pagar sides of the works, and that has now been most successfully blown up. From one side to the other, the earth and rocks have been loosened and made easy for the process of being carted into the sea to fill up the gap that still remains. The total quantity of gunpowder used on the 20th ult. was 23,000 lbs., along with 1,000 lbs. of dynamite, which, altogether, was calculated to possess a force equal to that of about 20 tons of gunpowder. A perpendicular shaft was sunk to the depth of 64 feet, and two galleries led away from the foot of this shaft, one towards the east, and the other to the west. At each end of these a chamber was dug out within about 28 feet of the side of the cutting, that on the Tanjong Pagar side having about 7,500 lbs. of gunpowder placed in it, and the other, on the town side, having 5,500 lbs., while the remaining 10,000 lbs., along with the 1,000 lbs. of dynamite, was placed in a chamber close to the foot of the 64 feet shaft. The whole was exploded by an electric battery placed on the top of Mount Palmer, the wires from which led to each of the three chambers containing the explosive material. Some anxiety was felt as to the three charges going off simultaneously, as any slip might have made a great difference in the result; however, everything went off well, and the engineering calculations proved to have been in this instance quite correct. After the explosion, the ground looked as if it had been convulsed by an earthquake, the part above the centre chamber having all the appearance of the crater of a volcano, and though the earth seemed to rise up and fall down there was none of that flying about of stones and clay which sometimes made former explosions dangerous to onlookers and neighbours. There was evidently great rejoicing amongst the contractors, coolies, and others engaged about the works, as they had all looked forward to the explosion as something on a grander scale than anything of the kind hitherto done. The Hon. Capt. McCallum, R.E., Colonial Engineer, personally superintended the operations, and it is satisfactory to find his calculations have proved every way correct, as the result shows. The work was carried out by Mr. William Adam, superintendent of the reclamation works, to whose energy and practical knowledge much is due during the past two years. We are informed that the cutting is to be cleared with all possible despatch, and in about six months hence the public will have the benefit of the short cut to Tanjong Pagar.—*Straits Times.*

THE ELECTRIC LIGHT IN SHANGHAI.

The eletric light has now been exhibited in Shanghai for nearly a month, and the shareholders in the Company, formed scarcely two months back, as well as the public generally, have thus been promptly enabled to witness the practical results of their enterprise, and to estimate the suitability of the new method of lighting to the requirements of the Settlement. Judging by the gratifying enthusiasm which the subject has aroused amongst the Chinese, we may expect to see the new light spread throughout the Settlements, as fast as the Company can furnish the necessary power. Meanwhile it will doubtless be of interest to our readers, foreign as well as native, to learn what has been already achieved, and what are the resources of the Company, whose energetic management has in so efficient a manner brought this beautiful invention within our reach.

The Shanghai Electric Company having successfully raised their modest capital of fifty thousand taels, and in doing so being compelled to reject nine-tenths of the applicants for shares, mainly Chinese, at once set to work to erect the dynamo machine, the despatch of which from America had been previously arranged by the founder and present Secretary of the Company, Mr. R. W. Little. This gentleman had succeeded in obtaining a concession from the Brush Company, whose head-quarters are situated at Cleveland, Ohio, and the superiority of whose system to those of the numerous rival projects in the market is now unquestioned. In the United States the Brush Light is fast superseding all other patents, there being now over 12,000 Brush arc lamps in use in that country, while the Anglo-American Brush Electric Light Corporation had 2,500 lamps in course of erection in England in March of this year. The demand was equally large from municipalities for street lighting and from private factories. In economy, safety, and certainty of operation no other system yet invented can approach that now introduced to the Shanghai public. The causes of this superiority will be apparent as we proceed to describe the mechanism of the apparatus now at work in our midst. At the corner of the Nanking and Kiangse roads stands the first electric lamp-post erected in Shanghai. It is placed just within the wall of the compound of the old Tung-foo hong, once the residence of the well-known firm of Olyphant and Co., the premises being now in the occupation of the Electric Company who entered into possession in May last. With such expedition have the Company's staff been at work since, that we find a complete set of machinery installed in the old godown at the back of the dwelling house, comprising water-tank, boiler, engine, and dynamo machine. Above the stores and show room, in which are exhibited the different lamps which the Company are prepared to supply to private consumers and to public bodies, and contains the stock of carbons and other materials required for the replenishment of the lamps. This room is illuminated at night by a 2,000-candle arc lamp, and, it is needless to say, presents when lit up, a most brilliant appearance. We will now proceed to take our readers through the works, beginning with the well from which the boiler is supplied, and ending with the electric current.

As with the majority of the old hongs of the Settlement, the Tung-foo compound is provided with a well. This has been enlarged and built up and now supplies a tank which has been constructed to hold six days' supply, in the event, pending the tardy installation of the Waterworks, of the well giving out. The feed is arranged to be drawn at will from the well or from the tank. The boiler is of the horizontal tubular model and calculated to supply a thirty horse-power engine, working to eighty-five pounds pressure. From hence we pass into the machine-house in which are the engine and dynamo machine. The engine is an a newly invented plan by a firm in Albany, N.Y., and is called the "Straight Line Engine," this peculiar name being derived from the fact of its bearings forming a straight line, whereby the inventors claim that the strain of the working is better distributed, and vibration avoided even at high speeds.

The Straight Line Engine at present in use is of 16 indicated horse-power; it stands on three pedestals, which, with the frame, form one casting, thus rendering it impossible for the parts to get out of line, as well as making the whole comparatively independent of foundations. Another peculiarity and prominent feature of this engine is the governor, which merits a somewhat detailed notice. The excentric which works the slide valve is attached to the hub of the fly-wheel and not to the shaft as usual, but the governor is worked by a spring attached to the fly-wheel, which is double, and is balanced by a counter-weight which takes the place of the usual governor balls. The extreme regularity required in an engine employed in electrical work is better attained by this governor than by any yet invented, and of all the engines employed in the present manufactory of Brush machines at Cleveland the "Straight Line" has proved itself the best in this important respect. The stroke is twelve inches and the diameter of the cylinder six inches. In this engine there is no packing in any of the parts, its place being supplied by long sleeves of "happit" taking,—a compound of tin and copper with a slight admixture of antimony. The engine is connected by a countershaft and belting with the dynamo machine, which is run at a speed of eight hundred revolutions per minute.

This machine, which is peculiar to the Brush system, differs from all other electric machines yet invented. Although it possesses some points of resemblance to the dynamo-electric machines of Gramme and others, yet its principle of construction is entirely novel. Its points of resemblance to the Gramme machine consist in the fact that its armature (the central revolving ring) is of annular shape, a form of construction first adapted to the purpose by M. Gramme some thirteen years ago. The Brush armature differs, however, from the Gramme ring in the arrangement and disposition of the helices of wire with which it is wound, as well as in the way in which the different coils are connected with one another. This ring is the foundation of all the systems; in that of Brush it consists of an iron ring or wheel of large diameter nicked out at intervals to contain the coils. These coils or bobbins comprise each acre of soft iron round which is wound a coil of insulated copper wire. In the Gramme armature the coils are wound contiguously to one another so as to entirely envelop the iron core, hiding it completely from view, and they are permanently connected together in consecutive series. In the Brush armature the diametrically opposite bobbins are alone permanently connected together, and a current generated in one pair of bobbins does not traverse all the others. Again, the individual coils are separated from one another by a considerable sector of the iron ring, which is of larger sectional area between the coils, so that in the revolution of the armature within the magnetic field the coils alternate with masses of iron which from their enlarged section are in close proximity to the poles of the field magnets as are the outsides of the coils themselves. In the machine before us, the ring carries eight of these bobbins, which alternate with eight smooth surfaces of iron. These bobbins consist of coils of insulated copper wire wound round the iron cores in the eight spaces left in the cast iron disk; the coils are wound until the grooves are filled up even with the sides of the armature; the eight bobbins are then connected in pairs through one extremity of their coils and the other free ends of their wires are carried through a hole in the shaft underneath the bearing and connected with the commutator (or collector and transmitter of the currents to and from the magnets)—a copper disk 3½ inches in diameter comprising eight bobbins, each section insulated from the other. This commutator is attached to and rotates with the driving shaft of the machine.

The armature revolves between the faces of four powerful magnets connected together in series and brought into connection with the commutator through flat copper springs which are attached to the rockers. These carry the flat comb-shaped brushes which press upon the periphery of the commutator and through which the currents set up in the armature and collected in the commutator are transmitted alternately to and from the magnet coils and the external circuit of the machine. The arrangement of these magnets by which the magnetic field is produced and by which the armature coils are, during their revolution, continually passing through a very intense magnetic field,—is also peculiar to the Brush machine. The armature ring is closely embraced on each side by these large horizontal electro magnets whose poles are expanded so as to be presented to three of the armature coils on each side, leaving one pair of coils free from their direct influence and thus one pair is constantly passing through the neutral region of the magnetic field. The disposition of these magnets towards the armature and towards one another may be described as two horse-shoe electro-magnets placed opposite each other in a horizontal position, their similar poles being presented towards one another and having a small space between them in which rotates the armature ring. This space is, however, so nearly equal to the thickness of the armature that there is hardly any clearance between them, the high class workmanship of the apparatus allowing such close working with perfect safety.

From the machine above described the current is carried to the terminals, situated in the middle of the circuit, the spot whence the current returns after going out through Hongkow to the China Merchants' Wharf; thence from the positive terminal the wire is led to the first lamp in the circuit, being the farthest lamp from the "Station" and thence through the remaining fifteen lamps to the "dial" or automatic regulator through which it re-enters the machine and the circuit is completed. By this automatic regulator, or dial as it is called, the amount of work the machine is performing is regulated, and any excess in the electric force generated is taxed. By it the state of the lamps on the circuit is registered at the Central Station and any irregularity in the working advised to, and instantly controlled by the engineer on duty.

There are now fifteen lamps working on the Circuit: four at the China Merchants' lower wharf rented by the Company for the purpose of illuminating their frontage and enabling work upon vessels lying alongside to proceed as easily at night as in the day time. In fact to us this appears the most advantageous of the many useful purposes to which the new light is applicable, and an evening visit to the wharf will convince anybody of the comparative immunity from robbery and danger which such an illumination confers: the number of deaths from drowning which occur by persons falling off the wharves in the river and boats moored alongside we should estimate as averaging one a week, and these deaths are largely due to insufficient illumination of the totally unprotected edges of the pontoons and staging. Coolies working at night and sailors regaining their vessels after leave on shore are the principal victims. Proceeding from the China Merchants' Wharf the return wire continues its course for over a mile, without any lamp being as yet placed on its circuit, until the Astor House, situated at the front of the Garden Bridge, is reached. Here the enterprising proprietor has replaced the gas-lights in the restaurant, billiard and bar-rooms by three electric lamps, whose brilliant lustre shining through the open windows attracts an admiring crowd of Chinese who throng the road until past midnight. Hence the wire crosses the bridge and serves three lamps, one at each extremity of the Public Garden, and one in the centre of the garden attached to a wooden pillar erected on the summit of the Bund pavilion. The two former are placed on wooden pillars, thirty feet high, state beside the Margary and Taiping Memorials respectively, the Margary Memorial thus relecting the light upon the Bridges, the Soochow road and the Consular Compound, while that of the Ever-Victorious Army helps to illuminate the Pekin road and the Bund and to render conspicuous the dim yellow flames of the gaslights underneath. From hence the wire proceeds to the stores of Messrs. Hall and Holtz and Messrs. Muller and Company in the Nanking Road, whose show-rooms are illuminated by one lamp each, and so back to the Central Station at which two lamps are burning, one, as already described, at the corner of the Electric Company's compound and the other in the machine-shop itself. Sixteen lamps being the complement of the present machine, nothing more can be done to extend the light until the Company's new forty-light machine is erected. The foundations for this and for the forty-horse-power engine with which it will be driven are now being rapidly constructed, and before the end of the month the Company will be in a position to respond to the numerous applications for private lamps which are being daily made to them.

The lamps themselves deserve a special notice, and we will endeavour to explain their working here as shortly as we can. We may promise that they themselves are as much an element in the remarkable success of the Brush, as compared with all other systems, as are the dynamo-machines and commutators special to this inventor. While containing contrivances to enable them to maintain a steady arc while burning sixteen to forty lamps on one single circuit, they are of exceedingly simple construction, involving no clockwork or other mechanical appliance liable to derangement, but working automatically for any desired number of hours, the mere hanging of a lamp in its place putting it into circuit with the other lamps and with the machine. On the other hand, the extinction of one or more lamps or their removal altogether in no way affects the remainder, the reduced power required being regulated at the Central Station by means of the automatic dial.

As is well-known, the electric lamp consists of two carbon rods; the electric fluid is fed to the upper carbon much as oil through a lamp-wick; from the upper carbon it jumps to the lower one, and in its flight it burst into flame, and with the incandescent points of the carbons forms the brilliant light we see. The great simplicity of the Brush lamp consists in the fact that the feed is actuated by gravity alone, while it is controlled solely by the influence upon a bar of iron of a magnetic field, the intensity of which varies with the strength of the electric current passing through the lamp circuit. The lower carbons are fixed and as they burn away the upper carbon follow them and thus the arc gradually descends as the lamp continues to burn. The descent of the upper carbon is regulated by a controlling magnet (placed in the top of the lamp) which acts on a soft iron plunger attached to the carbon rod and working in a hollow brass tube filled with diluted glycerine. Now, as the carbons burn away, the distance between them is increased, the consequent resistance to the current increases, and the current itself is proportionately weakened. The magnet which is formed by a portion of the current diverted through its coil is reduced in strength, its lifting influence is diminished and the plunger and with it the carbon immediately falls; then, as its point approaches the lower carbon, resistance becomes reduced, the magnet resserts its influence and the further descent of the carbon is arrested. It must be understood, in the above very general description, that these influences simply tend to produce the above described effect; for so sensitive is this controlling apparatus to the smallest variation of current that there is practically no such reciprocating action as we have attempted to describe; the upper red simply sliding slowly and steadily down as fast as the points are gradually burnt away. The carbon pencils are a foot long and are electro-plated with a thin covering of copper; they last about eight hours, during which time about nine and a half inches of the positive and about four inches of the negative carbon are consumed. When, however, the lamps are required to burn for a longer period, double carbon lamps are employed fitted with two pairs of carbon holders and each is controlled in the same way as in the single carbon lamp, but the controlling apparatus is not duplicated. When one pair of carbons have burnt out the other pair automatically starts into action and continues to burn until it is in turn consumed. Again, with a third pair of carbons, the lamp will burn for twenty-four hours, each additional pair of carbons extending the period of burning for another eight hours.

The Brush system of electric lighting is the only one which has as yet successfully solved the problem of establishing a large number of large arc lights on one circuit. Another special advantage which it possesses is its power of maintaining a series of lights at a great distance from the machine and with a remarkably small loss. Thus the Charing Cross station in London and that portion of the illumination of the City allotted to the Anglo-American Brush Co. are all served by dynamo-machines working in the company's station in Lambeth. In like manner, here in Shanghai, the machines working in the Nanking-road station are calculated to furnish the near and outlying settlements with all the light they may require.

The new light has now been burning a month with the greatest regularity and steadiness except on one night, that of the heavy rain-storm of the 15th August, when a continuous dripping from imperfectly insulated wire (manufactured in Shanghai for temporary use) appears to have set up a ground connection and diverted the current to such an extent that, for the time, the lamps were extinguished. On the arrival of the Company's supply of fresh material, now on its way from Cleveland, all these temporary expedients will give place to permanent arrangements which the test of time, in all climates both in America and in Europe, has shown to be absolutely beyond the risk of breakdown or misadventure. Upon the first occasion of employing the new light in the stores above mentioned some demur was made by one of the local Fire Insurance offices interested in the buildings concerned, and the Electric Company, in order not to forego the promised illumination, were compelled themselves to take out temporary policies on the threatened premises to cover the supposed risk. The matter has now been satisfactorily adjusted, and the managers of the local offices have only to follow the precedent set them by home underwriters and to welcome the electric light as an additional safeguard. In America this question has been investigated by the New York Board of Fire Underwriters, who decided to favour the introduction of the electric light wherever certain requirements as to insulation and the working of an automatic shunt in case of accidents were carried out. All these requirements, which we need not weary our readers by recapitulating, are more than fulfilled by the Brush light; and especially in the almost superfluously large capacity of the conducing wires in ratio to the current employed. Of 150 fires occurring in Boston, where the electric light is fast becoming universal in theatres, wharves, dockyards and street-lighting on the arc system and where the incandescent system is being rapidly introduced into the private houses of the wealthy; in the year 1881, 25 fires were due to gas, 46 to breaking and upsetting of lamps, 79 to matches and none to the electric light. Other cities show like figures, and for safety health and comfort as well as absence of the injury to walls and furniture caused by gas, the electric light is unsurpassed. Its general adoption is only a question of time, and the capacity of manufacturers of electric material to supply the demands now accumulating from every corner of the civilised globe, is being severely tested.—*N. C. Daily News.*

THE MESSAGERIES MARITIMES.

The report read at the annual meeting of this company returns the gross value of the fleet on December 31st, 1881, at 162,496,156f., of which 54,271,374f. had been written off by annual appropriations for redemption, leaving the nett present value at 48,224,782f. or 1,216,487f. less than at the end of 1880. During the year 1881 two vessels, the *Mozambique* and the *Provence*, were removed from the list, and one addition was made, the *Saghalien*. Five other steamers, the *Natal*, *Melbourne*, *Caledonian*, *Sydney*, and *Salazie* were building, and had reached different stages towards their completion. These are intended for the new Australia Mail Line, which must be inaugurated not later than December 13 of the present year. That new line will commence with a steamer every eight weeks, to be increased afterwards to 13 voyages a year, and the Government reserves the right to subsequently double that number. Government subvention for the line is 32f. per marine league. In the inventory drawn up at the end of 1881, stores are set down at a value of 11,535,841f.; buildings, plant, and furniture, 15,316,836f.; cash and investments, 25,885,645f. The insurance fund at the end of 1880 amounted to 6,211,552f., and an addition of 1,319,337f. was made during the year from the receipts by an appropriation of 4 per cent. of the value of the effective fleet. No demands of importance had been made on that fund almost to the end of the year, when the *Provence* was run down and sunk in the port of Constantinople, in 20 fathoms of water, by the Russian Company's steamer *Ascof*. Proceedings have been commenced to recover the loss from the Russian Company, but in the meantime the loss has been debited to the insurance fund, which, in consequence only stood at 6,674,399f. at the end of 1881. No changes of note were made in the services in 1881. The total sea distance travelled was 595,435 leagues, an increase of 1,909 leagues compared with the previous year. It was not found necessary to hire any foreign vessels during the year, the 51 steamers composing the fleet having been sufficient for the services. The average distance travelled by each was 11,678 leagues. The average speed attained on all the lines was 11.70 knots; but on the Indo-China line it reached 11.85, and on that to Brazil 11.94. Of 501 voyages effected during the year, 347 were on the Mediterranean and Black Sea lines; 130 on the Indo-China; and 24 on the Transatlantic between Bordeaux, Brazil, and La Plata. The number of passengers carried during the year was 115,214, against 116,987 in 1880, and of whom 1,845 were conveyed gratis, and 3,389 at a reduction of 30 per cent. on the tariff. The movement of merchandise was 5,414,955 packages, forming a total of 420,809 tons, against 402,436 tons in 1880; that of specie or securities represented a value of 183,919,920f. of which 2,353,015f. was carried gratis for the State. The amount in 1880 was 205 millions. There was, consequently, a diminution of 1½ per cent. in the number of passengers, and of 10 per cent. in the specie and securities; but that decrease was more than covered by the increase of 4½ per cent. in the merchandise, which formed the principal element of the receipts. The receipts from passengers fell 3½ per cent., like the number of persons carried. That diminution was principally in the main Indo-China line, and, in a smaller degree, in the Mediterranean lines. The increase in the receipts from merchandise was 6 per cent., although the augmentation in quantity was only 4½ per cent. All the three lines participated in that improvement in the freight earnings, but the Brazil and La Plata Line has occupied the first place, and this obtained also an increase in the number of passengers. The gross receipts in the year amounted to 48,146,014f., the expenditure, including insurance and amortisation, to 42,315,864f.; interest and redemption of debentures, 1,378,193f.; leaving a nett balance of 4,457,956f.; 5 per cent. of which, or 223,597f., was carried to the reserve; and 4,200,000f. was divided among shareholders in a dividend of 7 per cent., as for 1880, leaving a small balance to be carried forward.—*Mitchell's Maritime Register.*

THE QUEEN AND MRS. SHANNON.

The letter written by order of the Queen to Admiral Ryder, Naval Commander-in-Chief at Portsmouth, for transmission to Mrs. Shannon, the widow of the warrant officer who was killed on the occasion of the bombardment of Alexandria whilst serving in the turret-ship *Inflexible*, was as follows:—

"Having heard that the widow of the late Mr. Shannon, carpenter, of her Majesty's ship *Inflexible*, is residing at Portsmouth, the Queen would be glad if you could convey to her her Majesty's condolence in the loss she has sustained. Mr. Shannon's name was quite familiar to the Queen when the *Inflexible* was at Montone last spring. Her Majesty grieves in that by his death the service is deprived of an officer of whom she had always heard so good a report. Mr. Shannon had over twenty years' seniority as carpenter, and was an experienced as well as a most indefatigable officer, his abilities during the six years he served in her Majesty's ship *Dreadnought* being officially recognized by his appointment to the *Inflexible*. He has left a large family, and it is hoped that the Admiralty may be induced, having regard to his exemplary character and the circumstances of his death, he being struck by the enemy's shell while carrying out a dangerous duty, to make special allowance to his widow and seven young children."

GENERAL AVERAGE FOR VESSELS GROUNDING IN THE SUEZ CANAL.

The East India and China Trade Section of the Liverpool Chamber of Commerce, at their meeting held on the 25th July, had under consideration a letter from Mr. H. F. Cooke, dated July 12th, stating that within the last few days two statements had been prepared by Average Adjusters, containing claims upon owners of cargo not hitherto made by Shipowners, and in each case the vessel had been outsiders, not engaged in the regular trade, and that if their claims were allowed to pass without investigation it might become a regular practice for the owners of cargo to pay the expenses of docking of vessels after passing through the Canal, on the score of their having touched the ground. A letter was also read from Mr. Robert Gladstone, the chairman of the section, stating that it seemed very curious to him that any such question should now arise, as in all the policies of his firm, for the Suez Canal route, it was specially and expressly stated that grounding in the Canal was not to be regarded as grounding in the usual acceptance of the term, and that the present question, as he understood it, appeared to be that a steamer passing through the Canal grounded or injured herself, or it was feared might have injured herself, whereupon Owners had her docked and examined, and they sought to make the Owners of the cargo contribute (as General or Particular Average) to this expense, and that if it was General Average the ordinary policies covered it. The committee resolved, that having considered certain General Average statements lately prepared by Owners of vessels that had grounded in the Suez Canal, and having read the protests of the Captains setting forth the circumstances under which their vessels took the ground, they were of opinion that no sufficient case of danger had been made out as against the cargo to warrant a claim on the Consignees, and, generally, the committee considered that the accidents and delays in connection with the navigation of the Canal did not justify the Average statements.

THE STRATEGIC IMPORTANCE OF THE NILE INUNDATIONS.

As far as we can reckon from the information accessible as to the proposed expedition to Egypt, it would seem to have been adroitly timed so as to reach the country about the period when the Nile inundation may be expected to be at its height, and when, in consequence, any hostile move made against those who hold the country will be most difficult. The rise of the Nile first becomes appreciable three days after summer solstice; that is to say, on the 24th of June. The 25th of the Egyptian month Pauni (in the fixed Egyptian year), corresponding to the 1st of July, was the day for the assembling at the Nilometer in ancient times; and two days later, on the 27th of June, was the official declaration of the rise. Since 1825, the earliest day on which the Nile commenced to rise was the 10th of June, and the latest the 10th of July. The earliest high Nile occurred on the 27th of August in 1868, and the latest on the 20th of October in 1872. As three weeks are spoken of as the time which must elapse before we are in a position to support the first message of our guns we have every chance of arriving in time to see the best of the inundation. The average height of high Nile at Rhoda, which is sixteen miles above the barrage for an average of seventy-four years, have been a little over 22 feet 6 inches. In 1874 there was a 28 feet rise. When this occurs the head for filtration through the banks is at least eleven feet; and Mr. Baker, whose experience of Egypt is of unusual value, says that "although the river-banks may be kept sound by the labour of a hundred thousand men, the water readily finds its way through the porous soil, and floods the land with a noxious solution of calcareous and magnesian salts alkaline chlorates". These salts, it must be remembered, are not borne down by the river, but washed up by it from below the surface of the soil; the head of water in the Nile occasioning at the bottom of the channel, and rising and filling up from below the surface of the fields. At Assouan, 573 miles above Cairo, the rise of the Nile commences a fortnight earlier than at Cairo; and the heights attained at the two stations have been noted as eight to six. So that a rise of 23 ft.

INSURANCES.

BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [21

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ¼ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ½ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [19

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [1046

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG ON, Esq., President.
BAN HUP, Esq. | YO YCHONG-PENG, Esq.
CHAN LICHOY, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West.

Hongkong, 14th March, 1881. [511

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.
ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [913

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling)

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 1st July, 1881. [20

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS,
Agents,
Sun Fire Office.

Hongkong, 12th May, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

BENGAL INSURANCE SOCIETY.

THE Undersigned having been appointed AGENT for the above Company, is prepared to ACCEPT MARINE RISKS at Current Rates, allowing usual discounts.

E. R. BELILIOS.

Hongkong, 5th August, 1882. [1489

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ..... Tls. 420,000.00
PERMANENT RESERVE ... Tls. 230,000.00
SPECIAL RESERVE ..... Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 6th April, 1882 ..... Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKNOSS, Esq. | WM. MEYSBURG, Esq.
A. L. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 8th May, 1882 [2

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 26th May, 1881. [3

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED ..... 50,000,000 Francs.
CAPITAL PAID-UP ..... 12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1586

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [16

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.

RUSSELL & Co.,
Agents.

Hongkong, 1st January, 1874. [1

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ..... £100,000 Sterling.
RESERVE FUND UPWARDS OF ..... £120,000 Sterling.
ANNUAL INCOME ..... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [14

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [15

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE,
Secretary.

Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1092

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL—$2,000,000.—PAID UP £200,000.
PAID UP RESERVE FUND—£50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 1st January, 1882. [244

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRE-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 27th March, 1882. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1881. [847

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 %.

VOGEL & Co.

Hongkong, 10th September, 1880. [1495

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [18

NOTICE.

In the matter of the Estate of WILLIAM HYDE, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of WILLIAM HYDE, late of Victoria, in the Colony of Hongkong, Master Mariner, formerly Master of the Steamship "Pernambuco," who died at Victoria aforesaid on the 1st day of April, 1882, Probate of whose Will was duly granted to WILHELM REINERS, of Victoria aforesaid, Merchant, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 27th day of April, 1882, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 14th day of September, 1882.

And Notice is hereby also given that at the expiration of the said last mentioned day the said WILHELM REINERS will proceed to distribute the Assets of the said WILLIAM HYDE amongst the Parties entitled thereto, having regard to the Claims of which notice shall then have been given and that the said WILHELM REINERS will not be liable for the Assets or any part thereof so distributed to any person of whose Claim the said WILHELM REINERS has not had notice at the time of the distribution.

Dated the 14th day of August, 1882.

SHARP, TOLLER & JOHNSON,
Solicitors,
Supreme Court House,
Hongkong.

1545]

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers

CLARK, BUNNETT & Co. (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK, BUNNETT & Co. Limited, Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1667

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Ganges (str.)	W. B. Andrews		P. & O. S. N. Co.	On 15th inst. at 4 P.M.
LONDON, via SUEZ CANAL	Ulysses (str.)	Thompson		Butterfield & Swire	On or about 9th inst.
LONDON, via SUEZ CANAL	Priam (str.)	Butler		Butterfield & Swire	On or about 16th inst.
LONDON, via SUEZ CANAL	Glenfruin	Hogg		Jardine, Matheson & Co.	On or about 22nd inst.
NEW YORK	Sea Witch	Drew	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Mabel	Snow	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Paul Jones	Gerrish	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Emblem	Roberts	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	P. J. Carleton	Amsbury	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)		Hongkong	P. M. S. S. Co.	On 15th inst., at Noon.
SAN FRANCISCO, via Y'HAMA	Arabic (str.)			O. & O. S. S. Co.	On 28th inst., at Noon.
VICTORIA, B. C.	Ella S. Thayer	Davis	Hongkong	Russell & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Cassandra (str.)			Geo. R. Stevens & Co.	On or about 16th inst.
SINGAPORE, MAURITIUS, &c.	Anjer Head (str.)	Roper		Douglas Lapraik & Co.	Quick despatch.
KUDAT AND SANDAKAN	Hainan (str.)			Birley & Co.	On 15th inst.
YOKOHAMA	Tamais (str.)	Drajon		Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Bangalore (str.)		Hongkong	P. & O. S. N. Co.	On 16th inst., at Noon.
NAGASAKI, KOBE, &c.	Niigata Maru (str.)	Wynn		M. B. M. S. S. Co.	On 15th inst., at 4 P.M.
PAKHOI AND HAIPHONG	Ping-on (str.)	McCaslin	Hongkong	Russell & Co.	On 10th inst., Daylight.
SHANGHAI via AMOY	Diomed (str.)	Jackson		Butterfield & Swire	To-morrow Daylight.
SHANGHAI	Rokhara (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Amazone (str.)			Messageries Maritimes	Quick despatch.
SHANGHAI	Posang (str.)	Irvine	Hongkong	Jardine, Matheson & Co.	To-morrow, at 3 P.M.
NINGPO AND SHANGHAI	Peking (str.)	Drewes	Hongkong	Siemssen & Co.	To-morrow, at 4 P.M.
MANILA	Esmeralda (str.)	Talbot	Hongkong	Russell & Co.	On 11th inst., at 3 P.M.
SWATOW, AMOY, TAMSUI, &c.	Fokien (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	On 10th inst., Daylight.

TO BE LET.

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.

Apply to

HESSE & Co.

Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st October Next.)

THAT LARGE and COMMODIOUS HOUSE, No. 14, Arbuthnot Road, at present in the occupation of Dr. FISHER.

Apply to

J. A. DE CARVALHO.

Hongkong 1st September, 1882. [1656

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.

Apply to

SHARP & Co.

Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.

Apply to

Messrs. SHARP & Co.

Hongkong, 7th March, 1882. [459

TO LET.

TWO GODOWNS at Wanchai near the Praya.

Apply to

LINSTEAD & DAVIS.

Hongkong, 12th August, 1882. [1525

TO BE LET.
With Possession on 1st June Next.

THE HOUSE No. 1, Albany,—8 Rooms and Servants' Offices, Garden and Stabling. Gas and Water laid on.

Apply to

LINSTEAD & DAVIS.

Hongkong, 4th February, 1882. [237

TO LET.

TWO HOUSES in Richmond Terrace, Bonham Road. Rent moderate.

Apply

HONGKONG DISPENSARY.

Hongkong, 31st July, 1882. [1307

TO LET.

NOS. 2 and 4, PEDDAR'S HILL.
"No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"No. 9, SEYMOUR TERRACE."

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 25th July, 1882. [34

TO LET.
(With Immediate Possession.)

THE New FAMILY RESIDENCE situate next to Excelsior on Robinson Road, replete with every convenience, Tennis Lawn Stabling, &c.

Also,

8 First-class GODOWNS of all sizes—Waterside. Inspection is invited.

Apply to

SHARP, TOLLER, AND JOHNSON.

Hongkong, 15th June, 1882. [632

TO LET.

COMMODIOUS OFFICES and COMPRADOR'S QUARTERS, &c., with or without GODOWNS, in Peddar's Wharf Buildings, at present in the occupation of Messrs. HESSE & Co. View of the Harbour. Possession to be had from the 1st May next.

Apply to

G. R. LAMMERT.

Hongkong, 6th April, 1882. [667

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET.

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1047

NOTICE.

In the matter of the Estate of HENRY SMITH, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of HENRY SMITH, late of Victoria, Hongkong, Chief Accountant to the Hongkong and Shanghai Banking Corporation, Hongkong, who died at Victoria aforesaid on the 25th day of June, 1882, and Probate of whose will was duly granted to THOMAS JACKSON and GEORGE EDWARD NOBLE, both of Victoria aforesaid, the Chief Manager and Sub-Manager, respectively of the said Hongkong & Shanghai Banking Corporation, by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 8th day of August, 1882, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 30th day of September, 1882.

And Notice is hereby also given that at the expiration of the said last mentioned day the said THOMAS JACKSON and GEORGE EDWARD NOBLE will proceed to distribute the Assets of the said HENRY SMITH amongst the Parties entitled thereto having regard to the Claims of which notice shall then have been given and that the said THOMAS JACKSON and GEORGE EDWARD NOBLE will not be liable for the Assets or any part thereof so distributed to any person of whose claim the said THOMAS JACKSON and GEORGE EDWARD NOBLE have not had notice at the time of the distribution.

Dated this 29th day of August, 1882.

SHARP, TOLLER & JOHNSON,
Solicitors,
Supreme Court House,
Hongkong.

1643]

NOTICE

FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARET &c. of several qualities. Prices consistent with quality. We ship nothing common or inferior.

643] CUTLER, PALMER & Co.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1881.

PRICE TEN DOLLARS.

Apply at the *Daily Press* Office.

Hongkong, January, 1882.

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, TAMSUI AND FOOCHOW.

THE Steamship

"FOKIEN,"

Captain Abbott, will be despatched for the above Ports, on SUNDAY, the 10th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 7th September, 1882. [169

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"

Captain Thompson, will be despatched on or about the 9th September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th August, 1882. [1551

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BOKHARA,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 4th September, 1882.

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"BANGALORE,"

will leave for the above place on SATURDAY, the 16th September, at TWELVE o'CLOCK (NOON).

A. McIVER,
Superintendent.

Hongkong, 4th September, 1882.

FOR KUDAT AND SANDAKAN.
(BRITISH NORTH BORNEO.)

THE British Steamer

"HAINAN,"

will be despatched as above on FRIDAY, the 15th instant.

For Freight or Passage, apply to

BIRLEY & Co.

Hongkong, 30th August, 1882. [1647

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM,"

Captain Butler, will be despatched on or about the 16th September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1882. [1579

FOR PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE
(Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"CASSANDRA,"

will be despatched as above on or about the 16th September.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, 1st September, 1882. [1660

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Hogg, will be despatched for the above Port on or about the 22nd instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 2nd September, 1882. [1666

FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

THE Steamship

"ANJER HEAD,"

Captain Roper, will have quick despatch for the above Ports.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 23rd August, 1882. [1591

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"AMAZONE,"

Commandant ....., will be despatched for SHANGHAI

shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st September, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Commandant Drujon, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent

Hongkong, 1st September, 1882.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"SEA WITCH,"

Drew, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 19th August, 1882. [1572

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"PAUL JONES,"

Gerrish, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 11th August, 1882. [1522

FOR NEW YORK.

THE 3/3 L. I. I. American Barque

"MABEL,"

Snow, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 11th August, 1882. [1521

VESSELS ON THE BERTH.

FOR VICTORIA, B. C.

THE American Ship

"ELLA S. THAYER,"

Davis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 19th August, 1882. [1571

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"EMBLEM,"

Roberts, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 29th July, 1882. [1439

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"P. J. CARLETON,"

Amsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 3rd August, 1882. [1471

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALVA, Portuguese barque, E. de Souza.—Braddo & Co.
ANNA, Ger. bark, W. Jessen.—Wieler & Co.
ANDREAS, Ger. bark, Hayer.—Gibb, Livingston & Co.
BENLUDI, British steamer, James Ross.—Gibb, Livingston & Co.
BONITO, Ger. bark, H. Haase.—Wieler & Co.
B. H. STENZEN, Ger. brig, C. Meyer.—Rozario & Co.
CAROLINE BEHN, Ger. bark, Hufenhauser.—Siemssen & Co.
CHINA, Ger. str., H. Schoer.—Yuen Fat Hong.
C. J. CHARLETON, American bark, J. A. Amsbury.—Order.
ELLA S. THAYER, Am. ship, D. Davis.—Order.
FRANCES & AMANDA, Ger. bark, H. Borgward.—Wieler & Co.
FERDINAND, Ger. bk., Westergaard.—Wieler & Co.
HANSA, German bark, L. O. Duncken.—Order.
H. PRINTZENBERG, German bark, Schoenemann.—Melchers & Co.
INVINCIBLE, American ship, Shukland.
MINERVA, Ger. brig, P. Duhme.—Melchers & Co.
NEARCHUS, American ship, Swap.—Borneo Co.
PAXO, Brit. str., Claspor.—D. SASSOON, SONS & Co.
PAUL JONES, Am. ship, Garrish.—Frazar & Co.
PEKING, Brit. str., Drewes.—Siemssen & Co.
PRIMA DONNA, American ship, Hatch.
ROCKHURST, Brit. ship, Balford.—Russell & Co.
SAN FRANCISCO, Ger. schooner, Oltmanns.—Siemssen & Co.
SEA WITCH, Am. ship, J. H. Drew.—Russell & Co.
SILVER EAGLE, Brit. bk., Bright.—Adamson, Bell & Co.
TAI LEE, Ger. bark, C. Stolze.—Ed. Schellhass & Co.
VALPARAISO, Ger. bark, F. J. Meyer.—MELCHERS & Co.
VOLMER, Danish steamer, Heintzelmann.—Geo. R. Stevens & Co.

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 5, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [27

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [28

A FONG, PHOTOGRAPHER,

By Appointment has a LARGE, CHOICE, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KUNG-CHOW, have recently been added to the above.

Now Views of Amoy will be shortly Published, Mr. GRIFFITH being about to proceed there for a short stay.

A Studio for Portraiture is to be opened at that port during his visit.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES DR. TOWNSEND'S AROMATIC HOLLANDS TONIC, POMERANZEN BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.

J. E. SCHEFFER,
Nos. 21 and 23, Pottinger Street.

Hongkong, 1st June, 1882. [799

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE,

Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.

1 Dozen Quarts $22.50
2 Dozen Pints $23.50

Apply to

ARNHOLD, KARBERG & Co.

Hongkong, 28th August, 1882. [1622

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—

In Paper Wrapper $1.50
Neatly Bound $2.00

Apply at the *Daily Press* Office.

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 14th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes: addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, 31st August, 1882.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GANGES," 4,100 Tons, 4,000 H.P., Captain W. B. Andrews, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL (Connecting at Colombo with the "THAMES" 4,100 Tons—4,000 H.P.) on FRIDAY, the 15th September, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until NOON on the day sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Hongkong, 4th September, 1882.

MITSU, BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

(Taking Cargo for VLADIVOSTOCK.)

THE "NIIGATA-MARU," Captain WYNN, due here on or about the 10th inst., will be despatched as above on FRIDAY, the 15th September, at 4 P.M.

Cargo received on board and Parcels at the Office up to ONE P.M. of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Vladivostock will be transhipped at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.

Hongkong, 6th September, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 28th September, at NOON.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

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CHAS. D. HARMAN,
Acting Agent.

Hongkong, 5th September, 1882.

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TWO New Gunboat's BOILERS, 20 H.P. each, nominal; 1-10 H.P. VERTICAL BOILER, with a pair of Engines and Gear attached for working Silk or Cotton gins; 1 DOUBLE CYLINDER DONKEY ENGINE, 4 Small BOILERS, 2 STEAM WINCHES, 2 LAUNCH'S ENGINES, 1 CENTRIFUGAL PUMP capable of lifting 4,000 gallons of water per minute; 2 STEAM PUMPS, 1 CRADWINCH, 1 JIB CRANE, 1 TURNING LATHE, 2 BISCUIT MACHINES, 1 Large CONDENSER, 1 Large SHIP'S FILTER, 1 COPPER COOKING APPARATUS and CONDENSER, 3 COOKING RANGES, 2 DECK FORCE PUMPS: 36 IRON AXLETREES. A quantity of CHAIN CABLE, in sizes from ¾ to 2¼ inch.

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Auctioneer, Queen

EXTRACTS.

MORE LIGHT.

Tune—I love to tell the story.

I love to hear of Heroes—
Not heroes who have slain
Their hundreds, or their thousands,
On field or battle plain!
But those far nobler heroes,
Who fight with tongue and pen,
To build up great ideas—
To raise their fellow-men.
I love to hear the story
Of Heroes who made glory
To change man's sad, sad story
To one of light and love.

The sun shows on their banner
As breaking from a cloud,
"More Light" the motto under,
They read it, and are proud,
And manly joy inspires them,
As onward still they press,
Increasing light and knowledge,
And making darkness less.
I love to hear the story
Of Heroes who made glory
To change man's sad, sad story
To one of light and love.

I love the gleaming sunbeams
Their warming cheering rays,
They brighten up our day dreams
As dreams of younger days.
O Light! what mind can value
The riches thou hast shed,
That many coloured glory,
O'er nature thou dost spread.
I love to hear the story
Of Heroes who made glory
To change man's sad, sad story
To one of light and love.

So mental light it brightens
What else were dark and drear,
The timid soul it lightens
From superstitious fear.
It liberates the bondman,
Expands the bonded mind.
With faculty and purpose,
To benefit its kind.
I love to hear the story,
Of Heroes who made glory
To change man's sad, sad story
To one of light and love. I.

Hongkong, 8th September, 1882.

SPOOPENDYKE TRIES HIS HAND AT BOXING HIS WIFE'S SEWING MACHINE.

"Say, my dear," observed Mr. Spoopendyke, straightening up and scratching his ear, "what did the man say about boxing up this sewing machine?"

"Why, he said to take the cover off and—"

"I've got the cover off!" snorted Mr. Spoopendyke. "Did he say to take it off twice? Ain't once binding on this machine?"

"Certainly," replied Mrs. Spoopendyke; "then you take the top off and—"

"Did that man say anything about boxing up this machine? That's what I asked you," vociferated Mr. Spoopendyke. "I know all about the cover and top. You can't teach me anything about the top and cover. I want some information about this dod gasted bird locking arrangement! Did he say whether I was to take that off of anything?"

"The machine goes in that," fluttered Mrs. Spoopendyke. "And then this slat covers nails over it."

"Now that's the way I like to hear a woman talk," remarked Mr. Spoopendyke, betaking himself cheerily to his work. "If you'd always answer straight up, we'd have been moved a week ago."

"But you must screw the top on the bottom of the top and tie the cover underneath," said Mrs. Spoopendyke, who, having been complimented on a detail, determined, woman like, to know all about it.

"What stable have you been boarding in now?" reared Mr. Spoopendyke, dropping the hammer on his foot. "What asylum for indigent jackasses did you get that scriptural quotation from? How'm I going to screw the measly top on the dod gasted bottom of itself? Where's the screw that does that? Just jerk your thumb in the direction of the interconvertible screw that will screw a thing on in that way!"

"Why, you just turn the top over on the bottom, the man said, and screw it to the top; that—"

"Come over!" yelled Mr. Spoopendyke, tugging at the works, from which he had neglected to take the thumbscrew. "Come over the way the man said for you to! Hear me! Come over! There can't any dod gasted piece of seventy dollar ingenuity get the best of the manufacturer when Spoopendyke's within reach! Come over and screw on the bottom, like the man said! Coming over?" and Mr. Spoopendyke's hands slipped, landing him on the back of his neck in the crate his wife had purchased to box the machine in.

"Never mind, dear," said Mrs. Spoopendyke, trembling with apprehension for the safety of the machine. "Let the man come and do it himself, if he knows so much about it—"

"Dod gast the man!" howled Mr. Spoopendyke, springing to his feet and moving on the works once more; "Think he can break his measly old cast iron imitation of an inebriate home any quicker'n I can?" and he grasped the top of the instrument and hauled away till his eyes hung out. "Come over to the dulcet bottom and be screwed on. Oh, come where the glory of being screwed to the bottom of the top awaits thee. Come over and see this miracle of plastering the top and bottom of the same thing together as performed by Spoopendyke, the apostle of impossibilities! Come to the dod—!" But here the thumbscrew broke, driving Mr. Spoopendyke into the closet like a spike, where he sat holding the mutilated top in his arms and looking dazed.

"Are you hurt, dear?" asked Mrs. Spoopendyke, rushing toward him.

"Hurt!" shrieked Mr. Spoopendyke. "Am I hurt! D'ye see that thumb joint hanging to that measly screw? Wow-w-w!" squealed Mr. Spoopendyke, dancing to his feet, and dashing the machinery into the crate. "Get in there quick!" and he tumbled the rest of the business in after, where it stuck cornerwise in spite of his efforts to drive it in with his leg. "Is this what the man said?" and he jumped at it with both feet. "Bottom appear to be coming any nearer to the top from where you stand?" and he whirled the crate around and then kicked at the corner of the machine. "Does that screw strike you as beginning to take hold? Got a notion that this machinery can be moved from here to Hackensack without scratching any paint off the farmhouses along the road?" and concentrating himself in one last effort Mr. Spoopendyke turned the crate over on the machine and breathed hard.

"You've done that splendidly," cooed Mrs. Spoopendyke, anxious to restore peace between Mr. Spoopendyke and the wreck of her sewing machine. "It isn't exactly the way the man said, but I know—"

"Oh, you know all about it!" howled Mr. Spoopendyke. "If I could build a front door and a veranda to your information, I'd stand you in a tub of salt water and start a summer resort! Oh, you're posted on what to do! You understand mechanics! Some day I'll fit you out with a price list and a strike, and start a rolling mill!" and Mr. Spoopendyke went for his hat and tore out of the room.

"It's pretty well scratched, but otherwise it's all right," commented Mrs. Spoopendyke, examining the wreck. "And I'll get the man to box it. I think I'll put this bottle of ink in his light coat pocket. He'll want it as soon as he gets out there, and he'll find it as soon as he sits down!"—*Brooklyn Eagle.*

PLANTATIONS ON THE SEASHORE.

The American Popular Science Monthly says:—The experiments of Messrs. Fay and others at Lynn, and on the barren sands of Cape Cod, where thousands of acres, valued at only 50 cents apiece, have been planted with the native pitch and white pine, the Scotch and Austrian pine, the Norway spruce, and the European larch, are equally convincing. Mr. Fay planted in 1854, and in 1877 had 125 acres densely covered with trees. The larches had reached a height of forty feet and a diameter of fourteen inches. Scotch pines, sown as late as 1861, were thirty feet high and ten inches in diameter a foot from the ground. Trees are not exhausting crops, but they, larch especially, tend to enrich and improve the land on which they grow. If this be taken into account, the estimate of possible and probable profit from the planting of our many acres of wild, rocky, sandy, and other poor and practically waste land is to be counted only by millions of dollars; while the benefits that would accrue from extensive tree-planting in the more equable distribution of rain and the flow of our streams, in meteorologic influences upon health and comfort, and in other ways, would be simply incalculable.

UTAH WEDDED BLISS.

It was a soft and balmy night in spring, the burning sunset was hanging golden tapestries across the mellow west, and the electric light was just beginning to fizz and spite along the main streets when Elder Snoozer was sitting in the elegant boudoir of Widow Smith, whose rich brown eyes and desirable real estate penetrated the bachelor's inmost thoughts. "Can you, Sarah," he said, throwing his enormous hand upon her shoulder, on the further side, "come to my home in the Second Ward, where I will be your slave?" "Will that squint-eyed first wife of yours be there to stand around when I come?" "When your dulcet voice sounds through the ancestral halls Hannah will get to the coal-bin. She will have about five hours of sleep a day and work for you the balance of the time." Inside of the week they passed through the Endowment House, where Elder Wells made them one. Old Snoozer took in a fine piece of real estate with a good-looking woman, and was happy. Two years passed, and the once beautiful Sarah, bending over the washtub and lamming the endowment robe of the third wife viciously against a tree until the seeds falling over the tender flowers gave them new life in the hot July sun, is the sort of picture the passing bullwhacker contemplates. "How do you like the new deal?" asks the first wife, who is chopping wood hard by. And the language of wife No. 2 is not fit to print in a family newspaper.

ANECDOTES OF GEORGE CRUIKSHANK.

On day, while Dr. B. W. Richardson was engaged at his house in Hinde Street with an old patient who had been away many years in India, George Cruikshank's card was handed to the doctor. "It must be the grandson, or the son, at any rate, of the great artist I remember as a boy," said the patient. "It is impossible the George Cruikshank of Queen Charlotte's trial time can be alive." The doctor asked the vivacious George to come in. He tripped in, in his eighty-fourth year; and when the old officer expressed his astonishment George exclaimed, "I'll show you whether he's alive!" With this he took the poker and tongs from the grate, laid them upon the carpet, and executed the sword-dance before Dr. Richardson's astonished patient. "Yes, I remember Mr. Cruikshank very well when I was a little girl," writes an old friend of his. "When he came, a long clay pipe was sent for. He would sit smoking it after dinner, and we were greatly amused by the energetic gesticulation with which he accompanied his conversation." His was a handsome face, with steely blue eyes that struck through you. They flashed as brightly as the eyes of Mr. Dickens, but they had no merriment—only keenness, and a certain fierceness in them. Those eyes penetrated all the mysteries of London life, and peered through clouds of tobacco-smoke and over foaming tankards in all kind of strange and queer place.

EXTRAORDINARY BAPTISM SCENE.

One of the most important events in the history of the coloured church was the big baptising at Watkinsville, Georgia, recently, when 103 persons were immersed. Nearly every darky for miles around witnessed the ceremony, besides a good sprinkling of whites. A pond had been dammed up in a branch, over a muddy bottom, and after a few penitents had stirred up the soil the water was a perfect lobbly, and needed straining to render it even partially clear. Converts who went in robed in spotless white came out dripping with mud and slime. All sizes and ages were immersed, ranging from the pickaninny knee-high to the grey-haired old man tottering on the brink of the grave. The remarks of the converts were ludicrously amusing, as every one went under the water shouting and exhorting. One old woman yelled out, "I'se wadin' now through the gate of heaben. You sinful niggers out dar can go to hell if you want to!" One darky discovered his employer looking on, when he sang out, "Mass Rube, hell's your portion, but I is sabed for a crown of glory." A negro woman, as she was being led into the water, noticed some white ladies on the bank, when she yelled out, "Dar am de white folks with all de spangles and silks, and golden slippers, but dey am gwine to de debbil, while me poor dirty nigger is safe in heaben." One of the last converts, seeing the condition of the mud-hole, refused to go in, but a delegation of church members ran him down, and he was dragged into the pond and baptised by force.—*Columbus Enquirer.*

A DOG MISER.

Instance of canine economy are by no means rare; but the account of a dog miser is, so far as our records extend, unique. Dandie, the animal referred to, was a Newfoundland dog, belonging to a gentleman in Edinburgh. It frequently had money given to it, because, besides other interesting signs of sagacity, it would go to the baker's and buy its own bread. But Dandie received more money than his needs called for, and so he took to hoarding it. This his master discovered in consequence of the dog appearing one day with a breakfast roll when it was known that no one had given it any money. Suspicion aroused, search was made in the room where the dog slept. Dandie appeared quite unconcerned until his bed was approached, when he seized the servant by her gown and tried to drag her away, and became so violent that his master had to hold him. Sevenpence-half-penny was found hidden in the bed. Dandie did not forego his saving propensities even after this; but is exhibited a great dislike afterward for the servant who had discovered his hoard, and in future was careful to select a different place of concealment. Stories of dogs who carry money to shops in order to obtain food are quite numerous; but the following incident, which was communicated to the Bristol *Mercury*, is, if authentic, probably unparalleled even in canine records. A Bristol dog was allowed by a certain butcher to receive his meat on trust, the butcher scoring each pennyworth supplied on a board with a piece of chalk. One day our canine friend, observing the man make two marks with the chalk instead of one, seized another piece of meat, and, despite all the efforts of the butcher to detain him, ran off home with both pieces in his mouth.—*Chambers's Journal.*

INTIMATIONS.

JOHN BALLEY WHITE & BROTHER'S PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
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Hongkong, 14th December, 1881. [1139

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Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."
Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.
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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

HONGKONG MARKETS

As Received by Chinese on the 7th Sept., 1882.

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American Drills, 30 yards, per piece	$2.85 to 3.10
American Drills, 15 lbs., per piece	$2.90 to 3.05
Cotton Yarn, No. 14 to 24, per 400 lbs.	$82.00 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$79.00 to 82.00
Chintz, per piece	1.70 to 1.75
Dyed Spotted Shirtings, per piece	2.60 to 2.85
Dyed Brocades Shirtings, per piece	2.65 to 3.70
Dyed Damask Shirtings, per piece	5.50 to 5.85
English Drills, 36 yards, per piece	2.35 to 2.65
English Drills, 14 lbs., per piece	2.45 to 2.50
English Drills, 15 lbs., per piece	2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	2.97 to 2.99
Grey T.-Cloths, 24yds. & 32in. 6lbs. p. pc.	1.20 to 1.25
Grey T.-Cloths, 24yds. & 32in. 7lbs. p. pc.	1.35 to 1.70
Grey T.-Cloths, 24yds 36in 8lbs. XO p. pc.	1.80 to 1.85
Grey T.-Cloths, 24yds 36in 8lbs. QL p. pc.	2.10 to 2.15
Grey T.-Cloths, 24yds 36in 8lbs. XX p. pc.	2.45 to 2.50
Handkerchiefs, Blue, per dozen	0.60 to 0.65
Handkerchiefs, Brown, per dozen	0.55 to 0.62
Handkerchiefs, Red, per dozen	0.63 to 0.64
Handkerchiefs, Light Red, per dozen	0.66 to 0.77
Turkey Red Shirtings, 2 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	0.18 to 0.19
Velvet, Gentian, 22 inches per yard	0.21 to 0.22
Velveteens, Black, per yard	0.21 to 0.22
Velveteens, Gentian, per yard	0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
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White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed; per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.22
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White Spotted Shirtings, per piece	$2.45 to 2.50
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Long Ells, H H Scarlet, per piece	7.75 to 7.80
Long Ells, H H Assorted, per piece	7.65 to 7.70
Long Ells, H Scarlet, per piece	7.75 to 7.80
Long Ells, H Assorted, per piece	7.65 to 7.82
Lastings, DD, per piece	$13.50 to 14.80
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Iron, Hoop, per piculs	$2.85 to 3.10
Iron, Bar, per piculs	$3.80 to 3.85
Iron, Wire, per piculs	$6.15 to 6.35
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Lead, LD, per piculs	$5.05 to 5.10
Lead, Hole Chop, per piculs	—
Quicksilver, English, per piculs	$56.00 to 57.00
Quicksilver, American, per piculs	$57.00 to 57.20
Steel, English, per tub	$3.85 to 3.95
Steel, Swedish, per tub	$4.35 to 4.45
Sheathing Metal, per piculs	$21.00 to 25.70
Spelter, per piculs	$5.85 to 5.90
Tin, Malacca, per piculs	$16.80 to 17.10
Tin Plates, per box	$5.10 to 5.25

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Almonds, per piculs	$36.00 to 33.50
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Alum, 2nd quality, per piculs	$1.75 to 1.85
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Bark, Cassia, per piculs	$15.20 to 15.40
Bêche de Mer, per piculs	$50.00 to 55.00
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Beeswax, Hankow, Yellow, per piculs	$44.00 to 46.50
Beeswax, White, per piculs	$78.50 to 88.00
Birds' Nests, 1st quality, per piculs	$1,850 to 2,550
Birds' Nests, 2nd quality, per piculs	850 to 800
Birds' Nests, 3rd quality, per piculs	$5.00 to 210
Brimstone, per piculs	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 8.00

PRODUCE.

Camphor, packed, per piculs	$18.50 to 20.50
Camphor, Barrow, clean, per piculs	$3,500 to 3,800
Camphor, Refuse, per piculs	$1,800 to 1,950
Cardamoms, Superior	$120 to 125
Cardamoms, Inferior, per piculs	$28.00 to 28.50
Cloves, per piculs	$35.00 to 36.50
Coals, Afoat, per ton	— to —
Coals, English steam, per ton	$10.05 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per piculs	$22.00 to 24.50
Copper, Sheathing, Japan, per piculs	$20.75 to 21.00
Copper, Rod, Japan, per piculs	$23.70 to 24.00
Copper, Nails, per piculs	$23.50 to 23.60
Cotton, Bombay, per piculs	$15.80 to 15.90
Cotton, Calcutta, per piculs	$17.60 to 17.80
Cotton, Ningpo, per piculs	$18.00 to 18.60
Cotton, Shanghai, per piculs	$16.50 to 17.50
Cotton, Shantung, per piculs	$16.20 to 16.80
Cotton, Tientsin, per piculs	$17.60 to 17.80
Cotton, Tungchow, per piculs	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chanchow, per piculs	$25.00 to 27.50
Dates, Black, per piculs	Tls. 4.4.5 to 4.5.5
Dates, Red, per piculs	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.49 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per piculs	$0.50 to 0.65
Ginseng, American, 1st quality, p. piculs	$200 to 285
Ginseng, American, 2nd quality, p. piculs	$160 to 210
Hams, Ordinary, per piculs	Tls. 17.7.0 to 18.0.0
Hams, Superior, per piculs	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per piculs	$10.50 to 12.00
Hemp, Siam, per piculs	$10.40 to 11.00
Isinglass, Japan, per piculs	$36.00 to 45.00
Melon Seeds, 1st quality, per piculs	$4.00 to 5.00
Melon Seeds, 2nd quality, per piculs	$4.50 to 4.70
Mushrooms, per piculs	$38.00 to 46.50
Mussels, Dry Siam large, per piculs	$8.95 to 9.10
Mussels, Dry Siam middle, per piculs	$7.25 to 7.45
Mussels, Dry Siam small, per piculs	$5.15 to 5.35
Oil, per piculs	Tls. 5.0.0 to 5.5.0
Oil, Castor, per piculs	$2.05 to 2.10
Oil, Cassia, per piculs	$1.92 to 2.04
Oil, Sesamum, per piculs	$1.92 to 1.94
Oil, Wood, per piculs	$2.03 to 2.12
Opium, Patna, per piculs	$1.89 to 1.91
Opium, Malwa, per piculs	$0.50 to 7.90
Opium, Persian, per piculs	Tls. 1.0.0 to 1.0.5
Pearl Barley, per piculs	$2.000 to 2.200
Pearl Sago, per piculs	$2.000 to 2.200
Potatoes, per piculs	$1.85 to 1.90
Rattans, per piculs	$1.30 to 1.35
Rice, Siam, No. 1, per piculs	$1.52 to 1.55
Rice, Siam, No. 2, per piculs	$1.37 to 1.40
Rice, Siam, milled No. 1, per piculs	$1.67 to 1.83
Rice, Siam, milled No. 2, per piculs	$1.37 to 1.40
Rice, Saigon, No. 1, per piculs	$1.75 to 1.77
Rice, Saigon, Hump bags	$1.71 to 1.72
Rice, Saigon, Straw bags	$2.10 to 2.70
Rice, Japan	$3.95 to 6.25
Saltpetre, per piculs	$2.75 to 2.85
Seaweed, Green, per piculs	$3.75 to 3.15
Seaweed, Out, per piculs	$3.85 to 3.95
Sesamum, White, per piculs	Tls. 7.4.5 to 8.5.5
Sesamum, Black, per piculs	$35.00 to 60.00
Sharkefins, per piculs	$27.00 to 29.00
Shellfish, Japan, per piculs	$11.50 to 12.00
Shellfish, California, per piculs	$5.00 to 6.50
Stockfish, per piculs	—
Straits Produce, &c.—	
Betel Nut, per piculs	$4.75 to 4.85
Pepper, White, per piculs	$19.40 to 19.70
Pepper, Black, per piculs	$13.50 to 13.90
Rattan, Straits, per piculs	$5.30 to 5.5
Rattans, Banger, per piculs	$4.37 to 4.65
Sandal Wood, Malabar, per piculs	$4.30 to 4.81
Sandal Wood, South Seas, per piculs	$21.50 to 22.50
Sapan Wood, Manila, per piculs	$1.45 to 1.55
Sapan Wood, Siam, per piculs	$2.25 to 3.35
Sugar, Shek-lung, White, No. 1, p. pl.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pl.	$6.15 to 6.35
Sugar, Shek-lung, Brown, per piculs	$4.05 to 4.10
Sugar Candy, Shek-lung, per piculs	$9.20 to 9.35
Sugar Candy, Foochow, per piculs	$9.75 to 9.85
Sugar Candy, Swatow, White, per piculs	$6.75 to 7.85
Vermicelli, Tientsin, per piculs	$7.50 to 7.75
Walnuts, per piculs	$5.25 to 5.30
Wheat, Tientsin, per piculs	$2.15 to 2.18
Wheat, Japan, per piculs	$2.15 to 2.11
Wood Oil, per piculs	Tls. 0.3.0 to 0.3.5
Window Glass, per box	$3.55 to 3.65

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Ægean	Aug. 28	Thomas	Brit. str	749	Arnhold, Karberg & Co	
Benledi	Sept. 7	J. Ross	Brit. str	1009	Gibb, Livingston & Co	
Cairnsmuir	Aug. 27	G. L. Castle	Brit. str	1123	Chinese	
Canopus	Aug. 26	R. H. Joy	Brit. str	1213	Russell & Co.	
China	Sept. 6	Schoer	Ger. str	648	Yuen Fat Tong	Swatow
Chinkiang	Sept. 7	S. M. Orr	Brit. str	799	Siemssen & Co	Shanghai
Chi-yuen	Sept. 2	Wallace	Chi. str	1191	C. M. S. N. Co	
City of Peking	Aug. 23	G. G. Berry	Am. str	5070	P. M. S. S. Co	S. Francisco
Devonshire	Sept. 1	Perris	Brit. str	1517	Russell & Co	
Diomed	Sept. 7	Jackson	Brit. str	1793	Butterfield & Swire	Shanghai
Emoy	Sept. 4	Ortuzar	Span. str	314	Remedios & Co	
Esmeralda	Aug. 30	R. Talbot	Brit. str	335	Russell & Co	Manila
Haxine	Sept. 6	Peters	Brit. str	977	Geo. R. Stevens & Co	
Fame	—	Stonsui	Brit. str	117	H. & W. Dock Co.	
Ferntower	Sept. 2	Kelley	Brit. str	700	Captain	
Fokien	Sept. 4	J. C. Abbott	Brit. str	599	Douglas Lapraik & Co	
Himalaya	Sept. 6	W. R. Beedle	Brit. str	514	Butterfield & Swire	
Ichang	—	J. Ourston	Brit. str	730	Butterfield & Swire	Canton
Iugo	Sept. 6	Jesselson	Ger. str	679	Chinese	
Jolanno	Dec. 19	J. Marques	Span. str	654	R. Monreale	Laid up
Killarney	Sept. 4	H. O'Neill	Brit. str	1060	Gibb, Livingston & Co	
Kiungchow	—	—	Brit. str	159	H.C. & M. Steamboat Co	Canton
Kwangtung	Sept. 6	M. Young	Brit. str	674	Douglas Lapraik & Co	Swatow
Lido	Aug. 17	Lewis	Brit. str	629	Arnhold, Karberg & Co	
Madras	Aug. 28	Bradley	Brit. str	1063	Arnhold, Karberg & Co	
Moray	Sept. 2	Wm. Tutton	Brit. str	2185	Jardine, Matheson & Co	
Odin	Sept. 4	Sorensen	Nor. str	959	C. M. S. N. Co	
Olympia	Aug. 31	Wagner	Ger. str	785	Siemssen & Co	Saigon
Pasig	July 10	F. Urribe	Span. str	934	Remedios & Co	
Paro	Sept. 5	Clasper	Brit. str	1233	D. Sassoon, Sons & Co	
Ping-on	Sept. 7	McCaslin	Brit. str	575	Russell & Co	Haiphong
Powan	—	A. G. Carey	Brit. str	—	H.C. & M. Steamboat Co	Canton
Saltee	Sept. 6	Biard	Fren. str	343	Shing Loong	
Sotway	Sept. 4	Jarvis	Brit. str	510	Butterfield & Swire	
Sual	Aug. 17	Parker	Brit. str	259	Ed. Schellhass & Co	
Tanais	Sept. 3	Drujon	Fren. str	1750	Messageries Maritimes	
Thales	Sept. 5	Pocock	Brit. str	820	Douglas Lapraik & Co	
Titus	Sept. 5	Ris	Ger. str	555	Wieler & Co	
Volmer	Sept. 7	Heintzelmann	Dan. str	979	Geo. R. Stevens & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Yot-sai	—	McDougall	Brit. str	250	H. C. & M. Steamboat Co	Macao
Yottung	June 23	H. Kennett	Brit. str	236	Kwok Acheong & Sons	Macao
SAILING VESSELS.						
Alva	May 20	E. de Souza	Port. bk	432	Brandao & Co	
Anna	Aug. 10	N. Jelsen	Ger. bk	447	Wieler & Co	
Anticoh	Sept. 5	Glosmigarry	Amr. bk	989	Ed. Schellhass & Co	
B. H. Steenken	Sept. 1	Meyer	Ger. bk	437	Rosario & Co	
Bonito	Aug. 28	Hasse	Ger. bk	524	Wieler & Co	
Bue Cao	Aug. 19	C. Lange	Siam. bk	338	Yuen Fat Hong	
Carolina Bohn	Aug. 29	Hufenhauser	Ger. bk	958	Siemssen & Co	
Centaur	Aug. 26	Offerons	Ger. bk	468	Russell & Co	
Ella S. Thayer	Aug. 2	Davis	Amr. sh	1098	Russell & Co	Victoria, B.C.
Elsbleben	June 23	W. Roberts	Brit. sh	1152	Russell & Co	S. Francisco
Erin's Isle	Aug. 20	J. Fleming	Brit. sh	1798	Gibb, Livington & Co	
Ferdinand	Sept. 4	Westergaard	Ger. bk	416	Wieler & Co	
F. & Amanda	Aug. 13	Borgward	Ger. bk	360	Wieler & Co	
Hansa	July 11	O. Donkson	Ger. bk	499	Arnhold, Karberg & Co	London
H. Pemberg	Aug. 25	Schoenemann